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Arroyo Grande. [Planning commission]

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- LAND USE ELEMENT -

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OF THE

ARROYO GRANDE GENERAL PLAN

CITY COUNCIL

Donald L. Talley, Mayor
Mark M. Millis, Mayor Pro Tem
Calvin H. Schlegel
Gabe de Leon
Al Spierling

PLANNING COMMISSION

Lowell L. Calhoon, Chairman
Pearl L. Cole
Morgan H. Mathews
Larry A. Miller
Harold G. Moots
Allen L. Ries
John Sandoval

Thomas M. Butch, City Administrator
Robert C. Gallop, Planning Director
Pearl L. Phinney, Planning Secretary
Dennis Dahlin, Planning Intern

June 1975

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INTRODUCTION

To The General Plan

The General Plan is a long-range, comprehensive, general statement of goals and policies relating to the future physical development of the community, rather than specific, short-range proposals. The General Plan looks far into the future, including long-range proposals for the City's growth. As a comprehensive plan, the General Plan coordinates the activities of all the agencies and individuals who may act to change the physical environment of Arroyo Grande. The plan provides a framework for individual choice and decision within certain boundaries. As a General Plan, future land uses and improvements are not precisely located with respect to individual properties, as would be the case on a zoning map or subdivision plan. By maintaining this flexible quality, latitude can be provided for specific day-to-day decisions affecting the environment.

The Planning Process

The City's Planning Department staff, or outside consultants, are responsible for preparing preliminary elements of the plan. During this preparation, various agencies, officials, and citizens provide input. In some cases, the plan may first be reviewed by a specific commission, such as the Parks and Recreation Commission or Parking and Traffic Commission. The City Planning Commission considers all of the plan elements and makes any necessary changes, and then must hold public hearings on the matter before adopting the plan by resolution. The City Council has the most important role, since the Council officially puts the plan into effect by adoption by resolution after careful review and a public hearing.

To assure that the City's plan fits into the region, other agencies also have an opportunity for input. The County government, adjoining cities, and other government entities review the plan, so that planning efforts of each jurisdiction can be coordinated. The Coastal Valley Planning Council provides a formal structure for this review in the South County. Finally, the countywide Area Planning and Coordinating Council considers the plan from the standpoint of regional planning needs.

Previous Planning

Formal planning for Arroyo Grande's future began in 1949, with the adoption of the City's first Master Plan. From this rudimentary beginning, the City's planning efforts have multiplied as Arroyo Grande's population continued to increase. In the mid-1960's, the consulting firm of Hahn, Wise, and Associates prepared several basic elements of the City's present General Plan under a 901 Grant, as well as a detailed economic study to serve as a basis for decision-making. These elements of the General Plan; Land Use, Circulation, Central Business District, Public Services and Facilities, Public Buildings, and Parks and Recreation, were based on a twenty-year period of implementation, with a target date of 1985. A Beautification Element was added in 1968. In response to growing environmental concerns because of new State requirements for General Plan elements, The Open Space=Conservation Element was adopted in 1973, followed by adoption of the Seismic Safety Element in 1974. Three additional General Plan elements are now in preparation, as required by State legislation; Noise, Safety and Scenic Highway. It is anticipated that these three elements will be a county-wide coordinated effort with all of the cities participating with the County.

To keep pace with changing conditions in the City, a major review of the existing General Plan elements was made in 1970. Now, five years later, the General Plan is again being reviewed and updated. This plan is again based on a 20-year implementation period, with the basic objectives to be achieved by 1995. The following chart summarizes the adoption and revision dates for Arroyo Grande's General Plan elements.

To carry out the recommendations of the General Plan, the City has adopted several ordinances and more precise plans, the City's first zoning plan was adopted in 1949, and major changes were made in 1968-69. The City's Subdivision Ordinance and Capital Improvement Plans have also provided an orderly means for directing the City's growth.

ACTION ON GENERAL PLAN ELEMENTS

<u>Element</u>	<u>Planning Commission Adoption</u>	<u>City Council Adoption</u>	<u>Major Review</u>
Central Business District	September 1965	October 1965	March 1970
Land Use	April 1966	July 1966	March 1970
Parks and Recreation *	September 1966	October 1966	March 1970
Public Services and Facilities	October 1966	November 1966	March 1970, July 1972***
Circulation	September 1966	January 1967	March 1970
Public Buildings	June 1967	June 1967	March 1970
Beautification **	March 1968	April 1968	March 1970
Housing (Interim)	March 1970		
Open Space-Conservation	June 1973	June 1973	--
Seismic Safety	October 1974	November 1974	--
Noise	(In preparation)		
Safety	(In preparation)		
Scenic Highway	(In preparation)		

*Parks and Recreation Commission adoption - July 1966

**Parks and Recreation Commission adoption - February 1968

***Report on Water Supply and Demand, prepared by Koebig and Koebig

The Value of a General Plan

A well-prepared General Plan can have a number of benefits, including practical as well as more intangible results. These overlapping economic, social and environmental benefits are listed below. Of course, these results can only be achieved if the plan's recommendations are followed diligently.

- The City government, as well as individual citizens, can receive practical economic advantages. By providing a framework for orderly development, a great deal of money can be saved by avoiding costly mistakes resulting from chaotic development. When the integrity of a General Plan is maintained, a sound basis for investment in the community is provided; without this integrity, there is little basis for assuming that investments will be safe in the future.
- Important social benefits can be realized from the General Plan. By planning for future housing requirements, health needs, and other social considerations, the City's residents can be provided with basic living requirements. In addition, the more intangible needs, such as aesthetic enjoyment and recreation can be improved through the General Plan process, making the City an enjoyable as well as a functional place to live.
- With its careful consideration of the natural environment, the General Plan can also help to maintain ecological balances. By recognizing that

man is an integral part of his environment, natural hazards such as flooding can be avoided, and steps can be taken to keep man's environmental damage to a minimum.

HISTORY

Archaeological investigations have shown that Indians have occupied the Arroyo Grande Valley for thousands of years. Modern settlement of the Valley began in 1837 when Francis Ziba Branch received land grants and built a large adobe house. By the 1860's a schoolhouse and blacksmith shop marked the beginning of Arroyo Grande's present downtown area. A land rush in the 1870's brought a wave of immigrants to the Valley, and the arrival of the Pacific Coast Railroad in 1881 strengthened the town's role as a trade and service center for the area. In 1911 the community of Arroyo Grande was incorporated, with a population of about 1,200, and steady, healthy growth of the community has occurred up to the present.

With the completion of the freeway in the 1950's, Arroyo Grande's traditional role as an agriculturally oriented trade center was supplemented by its new value as a residential community for commuters to nearby cities. The new single family subdivision and commercial development in the Fair Oaks area, annexed to the City in the 1960's, provide a contrast to the older community east of the freeway.

THE PHYSICAL SETTING

Arroyo Grande is located near the California coast, in the southern part of San Luis Obispo County, approximately midway between Los Angeles and San Francisco.

The communities clustered in this area, including Grover City, Oceano, Pismo Beach

and Halcyon, as well as Arroyo Grande, are often called the Five Cities. Highway 101 connects Arroyo Grande with the university community of San Luis Obispo to the north and the City of Santa Maria to the south. The vicinity map shows Arroyo Grande's location in the region.

The planning area for this study includes the present incorporated territory of Arroyo Grande, as well as some nearby fringe areas. The planning area is bordered by the cities of Pismo Beach and Grover City on the west, with agricultural land to the north, east and south. The planning area is bisected by Arroyo Grande Creek, which has been impounded in the hills to the east to form Lopez Reservoir.

Excellent agricultural land is located on the valley floor along the creek. Rolling to steep hills rise above the Arroyo Grande Valley in the eastern part of the planning area, with gently-sloping terrain extending to the west toward the ocean. Elevations range from near sea level to about 500 feet. There is an abundance of upland property with gentle slopes, which provides an alternative to urban development on the flat valley floor.

Climate

Arroyo Grande is noted for its mild, sunny climate. The City's location near the coast provides a moderating ocean influence, with pleasant summers and mild winters. Because of its location a few miles inland, Arroyo Grande is not blanketed with fog that dominates the immediate coastal areas. The climate of this area is classed as Mediterranean, with most of the rainfall occurring in the winter months. The average annual precipitation is about 17 inches. The growing season between the

first and last frost averages 341 days, and there are some years when no damaging freeze occurs. Strong winds generally are not a problem in the area, with moderate prevailing northwest winds in winter and variable breezes in the summer.

Soils and Geology

Deep deposits of alluvial soils are found in the valley along Arroyo Grande Creek. These soils generally are excellent for cultivation, except where high water tables or periodic overflows are a problem. The shallow soils on much of the upland portions of the Arroyo Grande area generally are suited for grazing rather than for cultivation because of erosion problems; grazing may even accelerate erosion on some of the steeper slopes. There are some gently-sloping upland areas which are adapted to orchards, pastures or cultivation. The sandy soils in the western part of the planning area are excellent for strawberry production.

No active geologic faults are located in the Arroyo Grande area, although an inactive fault has been identified just north of the City. Several areas with landslide potential are located along Oak Park Boulevard. A detailed discussion of geology and geologic hazards is included in the Seismic Safety Element of the General Plan.

Vegetation and Wildlife

A green band of riparian vegetation is found along Arroyo Grande Creek, dominated by sycamore, willows, and cottonwoods. This natural vegetation is one of Arroyo Grande's most important natural assets, providing wildlife habitat and erosion protection of the stream banks, as well as providing visual relief in urban areas. In undeveloped areas, the rolling terrain influences the vegetation pattern, with Oak, Woodland and Chaparral

on the north exposures, and grasslands on south slopes. Natural vegetation has been replaced by agricultural land and urban development on the valley floor, with a sizeable acreage of walnut orchards. Considerable plantings of introduced vegetation are found in residential areas.

Urban and agricultural development have modified many areas of wildlife habitat. While most larger mammals have retreated to more remote areas, deer are still found in outlying parts of the City. Other wildlife includes various rodents, an abundance of songbirds, and other life forms typical of the Central California Coast. No rare or endangered plant or animal species have been identified in the planning area.

Hydrology

The Arroyo Grande Creek bisects the study area, with several tributary streams. Since the construction of Lopez Dam, ground water levels have stabilized and flooding problems have been largely eliminated. Information on areas with a periodic overflow problem is included in the Land Use Element and Open Space Element. Domestic water supply is provided by Lopez Reservoir with local wells providing a "back-up" supply.

Visual Characteristics

The rolling hills, and agricultural land surrounding Arroyo Grande provide a pleasant setting for the City. The church steeples and picturesque turn-of-the-century buildings in the downtown area are a visual focal point, with the tree-lined Arroyo Grande Creek as a backdrop. Views of the ocean are available from some hillside areas, and the flower fields along the road to Lopez Lake are a valued feature of the rural landscape. Unfortunately, chaotic commercial development, monotonous

tract subdivisions and trailer parks have marred the City's visual quality in some areas, but recent City regulations and upgrading programs have helped to reduce these problems. The Beautification Element deals with visual landscape qualities in more detail.

SOCIAL AND ECONOMIC CHARACTERISTICS

Population Growth

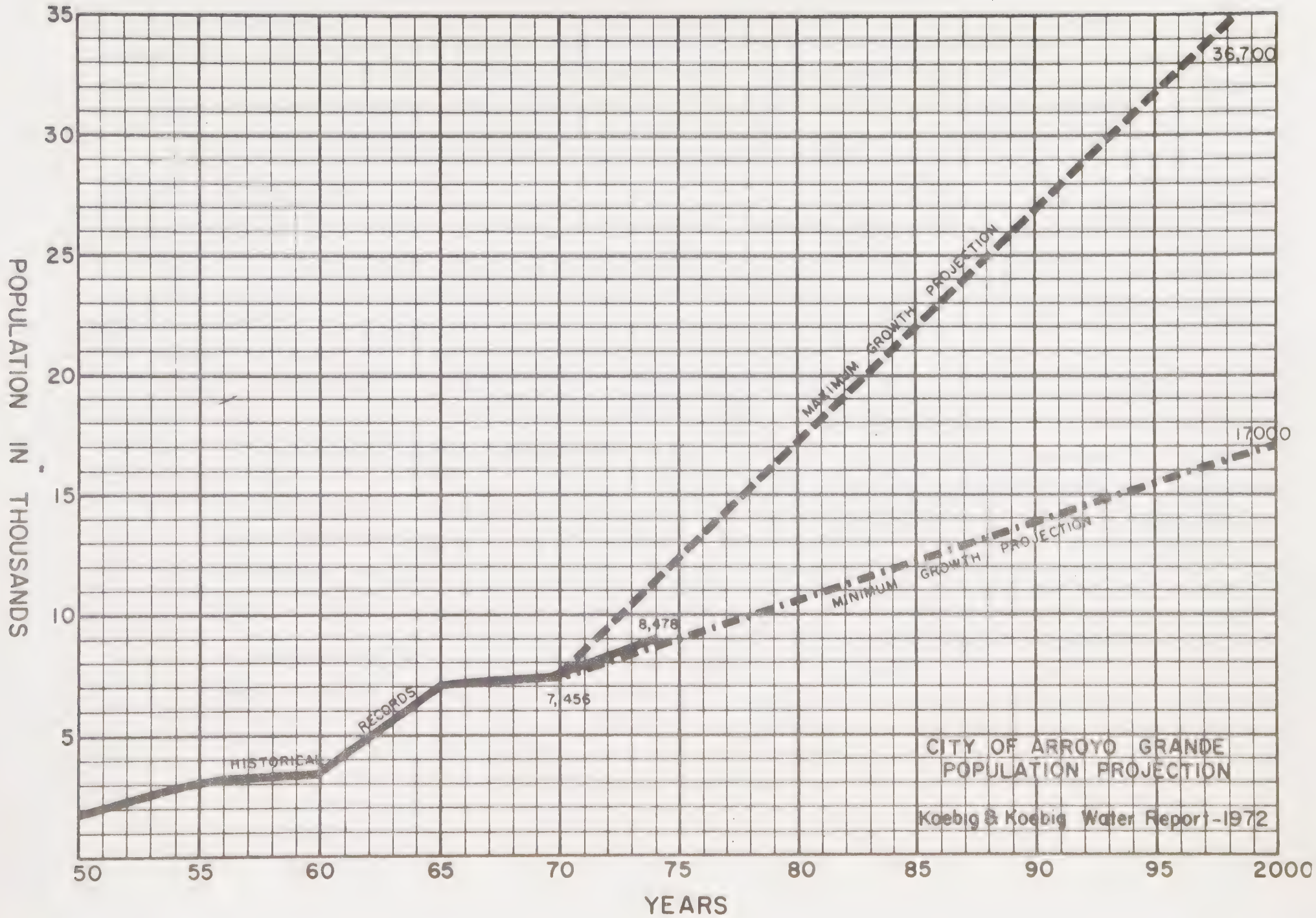
As part of a water supply study prepared for the City in 1972, population growth projections were made for Arroyo Grande, based on historical records and assumptions about future growth. The population projection chart shows that actual increases for this period follows the minimum growth projection predicted by the water study. Between 1970 and 1974, the annual increase in population has averaged about 3%, and this trend is expected to continue in the near future. The population of Arroyo Grande in 1974 was 8,478, compared with a 1970 population of 7,454.

Population Characteristics

In 1974, about 14% of Arroyo Grande's residents were age 65 or older; this percentage is considerably higher than the California average. The recreational opportunities and favorable climate of Arroyo Grande have been incentives for retired people to locate in the area. About 56% of the population are age 18 to 65, and about 30% of the City's residents are under the age of 18. Minority groups comprise a small percentage of the City's total population.

Persons per Household

During the early 1960's, the number of persons per household was increasing yearly, with about 3.3 persons per household in 1964. Since that time, however, the figure has



been declining. With a trend toward smaller families, coupled with an increase in retired residents, the population per unit had decreased to 3.1 by 1970, and the 1974 special census indicated an average of 2.8 persons per household. Similar declines in this figure have been observed in most communities throughout the state.

School Enrollment

The school enrollment chart shows the number of students attending the Lucia Mar Unified School District at the beginning of the 1974-75 school year. Private school enrollments are also indicated. For the public schools, there has been a slight across the board decline in total enrollment since 1970, reflecting a state wide trend.

SCHOOL ATTENDANCE DATA

LUCIA MAR UNIFIED SCHOOL DISTRICT (Oct. 1, 1974)

<u>School</u>	<u>Grades</u>	<u>Total Attendance</u>	<u>Students from Arroyo Grande</u>
Valley Road Campus	10-12	1,572	493
Crown Hill Campus	9	642	193
Lopez Continuation High Sch.	9-12	158	48
Harloe School	K-3	425	352
Ocean View School	4-6	440	353
Orchard School	7-8	482	323
Oceano School	K-3	372	85
North Oceano School	4-6	<u>344</u>	<u>105</u>
TOTAL ENROLLMENT		4,435	1,952

PRIVATE SCHOOLS

<u>School</u>	<u>Grades</u>	<u>Total Attendance</u>	<u>Students From Arroyo Grande</u>
St. Patrick's (Fall 1974)	1-8	310	89
Valley View Academy (Fall 1974)	1-10	94	30 (est.)
Central Coast Christian Academy	K-9	219	171 (est.)

Economic Characteristics

The detailed economic survey made for the City in 1965 is now outdated, and an updated economic study for the City is needed. Information from the 1970 census provides a generally favorable indication of economic conditions in Arroyo Grande. Median family income (in 1969 dollars) was \$10,060, well above the country average, and in 1974 the average is approaching \$12,500. Less than 8% of local families were below the poverty level established at that time.

Assessed valuation for the City of Arroyo Grande in 1974-75 was just over \$20,000,000. This figure has nearly doubled since the 1970-71 fiscal year, as shown on the following chart.

ASSESSED VALUATION - CITY OF ARROYO GRANDE 1970-1975

<u>Fiscal Year</u>	<u>Assessed Valuation</u>
1970-71	\$ 11,000,356
1971-72	11,398,947
1972-73	13,008,477
1973-74	13,660,935
1974-75	20,077,879

As a measure of growing vitality of the City's commercial enterprises, sales tax

revenues have shown a strong upward trend exceeding the area inflation figures over the last five years. The following chart indicates this trend:

SALES TAX REVENUES - 1970-74

CITY OF ARROYO GRANDE

<u>Year</u>	<u>Sales Tax Revenue</u>
1970	\$128,680
1971	156,615
1972	207,387
1973	243,092
1974	265,648

LAND USE ELEMENT

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LAND USE ELEMENT

OF THE

ARROYO GRANDE

GENERAL PLAN

MARCH, 1975

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RESOLUTION NO. 75-368 G

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE ADOPTING THE REVISED AND UPDATED LAND USE ELEMENT OF THE GENERAL PLAN AS AMENDED.

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report, together with general plan maps, entitled the "Land Use" plan required by Government Code Section 65302(d), and did all things legally and technically required by law to develop reports and maps adequate in scope and authority to serve the purposes of of a general plan; and

WHEREAS, pursuant to Government Code Section 65501 et seq. the City Planning Commission gave required notice and did hold a public hearing on February 18, 1975, for the purpose of considering the adoption of the Land Use Element of the General Plan report and maps, and at which public hearing the Land Use Plans, reports and maps were displayed, explained and reported upon; and

WHEREAS, said Land Use Element of the General Plan report and maps thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, the Planning Commission of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Planning Commission of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the Land Use Element of the General Plan, as amended, together with the maps be adopted.

Section 2. The Planning Commission of the City of Arroyo Grande does hereby adopt the Land Use Element of the General Plan, as amended by Addendum No. 1, dated January 24th and February 18th, 1975, together with the maps and descriptive material.

Section 3. The Planning Commission Chairman is authorized and directed to certify this approval upon the Land Use Element of the General Plan as amended and forward to the City Council for consideration.

On motion by Commissioner Moots, seconded by Commissioner Miller, and by the following roll call vote, to wit:

AYES: Commissioners Mathews, Miller, Moots, Ries, Sandoval and Chairman Calhoon
NOES: None
ABSENT: Commissioner Cole

The foregoing Resolution was adopted this 18th day of February 1975.

ATTEST: Pearl L. Phinnery
Secretary

L. L. Calhoon
Chairman

RESOLUTION NO. 1152

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE ADOPTING THE AMENDED LAND USE ELEMENT OF THE GENERAL PLAN.

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report together with a general plan map and has adopted the amended Land Use Element of the General Plan; and

WHEREAS, pursuant to Government Code Section 65501, et seq. the City Council gave required notice and did hold a public hearing on March 11, 1975, for the purpose of considering the adoption of the amended Land Use Element of the General Plan report and map, and at which public hearing the amended Land Use Element report and map were displayed, explained and reported upon; and

WHEREAS, said amended Land Use Element of the General Plan report and map thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, the City Council of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the amended Land Use Element of the General Plan report and map be adopted.

Section 2. The City Council of the City of Arroyo Grande hereby adopts the amended Land Use Element of the General Plan together with the maps and descriptive material.

On motion by Councilman Schlegel, seconded by Councilman de Leon and on the following roll call vote, to wit:

AYES:	Councilmen de Leon, Schlegel, Millis and Mayor Talley
NOES:	Councilman Spierling
ABSENT:	None

the foregoing Resolution was passed and adopted this 25th day of March, 1975.

/s/ DONALD L. TALLEY
MAYOR

ATTEST: /s/ THOMAS M. BUTCH
DEPUTY CITY CLERK

I, Thomas M. Butch, Deputy City Clerk of the City of Arroyo Grande, County of San Luis Obispo, State of California, do hereby certify that the foregoing Resolution No. 1152 is a true, full and correct copy of said Resolution passed and adopted by the City Council of the City of Arroyo Grande at a regular meeting of said Council held on the 25th day of March, 1975.

WITNESS my hand and the Seal of the City of Arroyo Grande affixed this 26th day of March, 1975.

/s/ THOMAS M. BUTCH
Deputy City Clerk of the City of Arroyo Grande

(SEAL)

THE LAND USE PLAN

INTRODUCTION

In planning for the future of Arroyo Grande, it is vital to consider how land in the City will be used. Recognizing the need to plan for orderly growth, the City Council adopted a Land Use Element of the General Plan in 1966, providing a basic framework for development and change over time. The foresight of that City government has been shown by the achievements of the City since that time, including the renovation of existing areas as well as the careful control of new development. With the General Plan used as a guide, a number of proposed developments have been rejected because they conflicted with the City's basic objectives. While minor changes have been made in the plan since the original adoption, including revisions in 1970, the basic concepts of the Land Use Plan have not been altered.

Relation to Other General Plan Elements

Several of the City's other General Plan Elements provide a more detailed study of a particular land use. The Recreation, Open Space/Conservation, Central Business District, and Public Buildings Elements are elaborations on the corresponding sections of this report.

As noted in the State General Plan Guidelines, the Land Use and Circulation Elements are very closely related, since the street layout and other circulation facilities have a major influence on the distribution of land uses. The Seismic Safety Element points out potential hazards which can affect land use, and the Open Space Element delineates

particular areas which need to be protected from urban development. In summary, there are inter-relationships among all of the City's General Plan Elements, and it is important to keep these connections in mind.

Legal Requirements

In California, the State government requires each city to adopt a Land Use Element of the General Plan, as well as other required elements. The Government Code requires the Land Use Element to include "the proposed general distribution and general location and extent of the uses of the land" for various purposes. Standards of population density and building intensity must be included, as well as the identification of areas subject to flooding. The State has also published guidelines for preparation and adoption of the Land Use Element. Following the adoption of the plan, the zoning ordinance must be brought into conformance with the General Plan. The Land Use Element of Arroyo Grande's General Plan has been written to conform with these state requirements.

Purpose of the Land Use Plan

The Land Use Element is valuable to the City for several reasons. By designating the intensity of land use which will be permitted, it helps engineers in decisions concerning the design and size of utilities such as water and sewer lines. Also, by anticipating the type of development, the street system can be properly planned to serve new housing areas, shopping centers, and other uses. In addition to these practical considerations, land use planning makes the city a better place to live and work, by separating incompatible uses such as industry and housing. In recent years, however, it has been recognized that separation of land uses should not be taken too far. With careful planning and design, some

mixing of uses can help to avoid monotony in new development and also to reduce the need for driving.

Basis for Planning

There are four major determinants which must be considered in planning for land use. These include:

1. Social factors and trends: Population growth, distribution patterns and other characteristics; social values of the community; the need for social services; and processes of social change.
2. Economic factors and trends: The economics of land use, including land values and taxation; the economic activities which support the community; and the economic characteristics of the population.
3. Natural factors and trends: Topography, geology, soils, climate and air quality, hydrology, vegetation, wildlife, and the ecological inter-relationships and changes over time of these variables. The impact that land use patterns have on natural resource use, particularly energy consumption, is becoming increasingly important.
- 3a. Existing Land Use: In preparing the Land Use Plan, the existing pattern of land use was an important factor. The City maintains a map of existing land use, which is updated frequently. This map is not included in this report, since the information is difficult to read at a small scale. However, an updated map is available for inspection in the Planning Department office.

4. Existing land use characteristics, including current land use patterns and street layout, property ownership patterns, present zoning, and trends in these variables over time.
5. Availability of Utilities: Since these determinants are necessary considerations for all of the General Plan Elements, detailed information on these topics is included in the basic introduction to the General Plan.

With the City's present growth rate, adequate domestic water should be available to 1990. In the early 1980's, serious consideration should be given to planning for additional water sources, including the possibility of the California Water Project allotment.

Arroyo Grande is served by the South San Luis Obispo County Sanitation District. The existing sewage treatment plant has sufficient capacity for a number of years in the future. The plant is designed for eventual expansion, and all contracting governments have been required to contribute to a fund for plant expansion when needed. For this reason, an additional bond issue for sewage treatment facilities should not be necessary.

Based on information received from other utility companies serving the area, there should be no problem in providing sufficient electrical energy, telephone service, natural gas, and other utilities. Water supply, sewage treatment, and other services will be discussed in more detail in the revised Public Services and Facilities Element of the General Plan.

LAND USE OBJECTIVES

1. The Land Use Element of the General Plan should continue to serve as a basic guide in all decisions which will affect land use in the city.
2. Each type of land use should be allotted sufficient area to provide for future needs. Incompatible uses should be separated, but an emphasis should be placed on design controls and performance standards to allow mixing of uses whenever this is consistent with the city's welfare and maintenance of land value.
3. Public improvements should be based on the Land Use Plan, and the City should set an example by applying good land use planning principles to development of municipal property.
4. The Land Use and Circulation Elements of the General Plan should be closely coordinated, and changes in the circulation pattern should be made only after careful consideration of the effect this will have on land use.
5. The effect on the natural environment should be considered in all land use decisions, and the City's land use pattern should be planned to minimize adverse environmental impact. The effect of land use decisions on consumption of natural resources should be carefully considered, and the Land Use Plan should reflect the need to conserve energy as well as other resources.
6. The social needs of the residents and visitors in Arroyo Grande and the surrounding area should be a major determinant in land use planning for the city. Citizen participation should be encouraged in land use decisions.
7. The City's Land Use Plan should be based on economic realities. Property taxation,

land values, and the economic activities in the community should be carefully considered in making land use decisions.

1966-70 Plan Review and Update

In this section, the various categories of land use are explained in detail, along with reasons why particular uses are appropriate for each area of the City. These land uses may already be existing in some parts of the City, or they may be proposed as future development.

Residential Use

Land designated for residential use is divided into three categories, based on density. While this density is usually expressed as the number of dwelling units per acre, it is more important to consider the number of people per acre, since public services such as water supply and sewers must be based on the actual number of people to be served.

- Clustering and density transfer: In the General Plan, the residential density classifications apply to the overall use of a property. In many cases, however, it may be desirable to cluster dwelling units in one part of the property, while leaving the remainder in open space. This concept of "density transfer" is particularly appropriate in situations where a portion of the property, such as a streambed, needs to be retained as open space. Clustering of residential units is beneficial because construction costs of off-site improvements and utilities are usually less than in standard developments. Also, the use of clustering can be an important way to conserve energy.

Areas of open space created by density transfer should generally be available to the public, either through dedication to the City or through user fees. Since the basic value of clustering is the creation of open space, other uses such as public and commercial development should not be credited for density transfers. If density transfer is allowed, steps must be taken to assure that the open land is held permanently in open space.

- Low Density Residential: 0.2 to $4\frac{1}{2}$ units per acre. This category of residential use includes the typical single-family dwelling, as well as mobilehome parks which shall meet the low-density requirement. Since mobilehomes in the Arroyo Grande area have fewer persons per household than the typical single-family home, up to six dwelling units per acre may be permitted in mobilehome parks and still meet the City's single-family zoning densities.

Single-family homes have been the predominant form of residence in Arroyo Grande, and this emphasis on low-density residential development is expected to continue. Portions of the City designated for low-density residential use include the present developed areas of single-family dwellings, as well as those areas which can best be used in the future for homesites. The maximum density of $4\frac{1}{2}$ units per acre is appropriate for locations with no development problems, while sites with steep slopes or other limitations will require somewhat lower densities. In outlying areas, some development of estates, with lot sizes of one-half acre or larger, can be expected. This large lot development should be encouraged through the use of reduced development requirements for curb, gutter

and sidewalk. However, adequate travel widths for streets should be maintained, as well as other amenities such as underground utilities.

- Medium Density Residential: $4\frac{1}{2}$ to 12 units per acre. This designation includes areas suitable for duplex, triplex, multiple, and garden apartment development, with single-family homes as an acceptable use. Medium-density areas will be useful for accommodating new housing trends, including condominiums, community apartments, and other innovations in the housing field. The areas of medium-density residential development are in locations with convenient access to commercial users and to major streets, with adequate utilities available to serve the higher density of residents.

- High Density Residential: 12 to 20 units per acre. This designation has been applied to limited areas of the City, including present locations of high-density apartments, and areas adjacent to the Central Business District, and other locations appropriate for apartments. Access to major arterial streets is a requirement for this land use, due to the large volume of traffic created by high-density residential use.

As with the other residential classifications, high-density dwellings should be carefully planned to provide the amenities of space and quiet. A maximum density of 20 units per acre has been established to avoid problems of high-rise development which could damage the environmental qualities of the City.

Planned Development

For large properties, it is often advantageous to use a "planned development" approach. Under this arrangement, precise zoning is not applied to a property, but various land uses are incorporated within an overall plan which is approved by the City. The planned development approach thus offers more flexibility than traditional zoning, while pro-

viding a comprehensive method of developing land. The total number of dwelling units for the property have to meet land use density standards set by the City, but clustering of units may result in higher densities in some areas with correspondingly lower densities elsewhere on the site. Any use permitted in any of the City's zoning districts may be eligible in a planned development, provided that acceptable standards are met to provide for compatibility of uses.

A large tract of land in the north part of the City has been designated for planned development, in the low-density residential use category. This classification does not bind owners to use the planned development approach, since this zoning category is applied by the City only on request by an owner. However, it is anticipated that the flexibility offered by the planned development approach will be an advantage in this area. Some commercial use may be expected as part of overall plans for this property, conceivably including freeway-oriented commercial development, as well as neighborhood shopping centers. While a commercial center is indicated on the plan near the corner of Noyes Road and Printz Road, the location of this commercial use is likely to change as detailed plans are made for the area.

At present, most of this portion of the City is included in the 'A' zoning district, which is a holding zone applied to properties until specific development plans are prepared.

Agricultural Land

While agriculture has traditionally been important to the Arroyo Grande area, because of its contributions to the local economy, agricultural land now has special

significance. Recent food shortages have become an increasingly real problem, both in this country and world-wide, and the need for good land to produce crops will continue to rise as population increases. Some of the world's most productive land is found in coastal areas of California, including the Arroyo Grande Valley, where good soil and mild climate combine to provide very favorable growing conditions. Since much of California's best agricultural land already has been converted to other uses, the protection of the remaining productive areas is especially important.

Much of the land within the Planning Areas is now used for agriculture. The uplands to the east, north, and south of the City are used for cattle grazing. The most important agricultural land is found on the valley floor along the Arroyo Grande Creek, where the deep, fertile soil supports row crops as well as orchards.

On the General Plan map, a five acre minimum parcel size (0.2 dwelling units per acre) has been indicated for prime agricultural land. The methods for keeping this prime land in agricultural use, while avoiding unfair tax burdens on the landowner, are discussed in the section of this plan on policies for undeveloped land. Prime agricultural land, as identified by the Soil Conservation Service, is generally outlined on the map found on page 14A. This land should be considered for Agricultural Preserve status if undeveloped.

It should be noted that this agricultural designation on the General Plan does not necessarily correspond to the agricultural or "A" zoning district used by the City. The "A" zone often serves as a holding zone for land slated for eventual development. Grazing is considered as an interim use in these areas. By directing development into

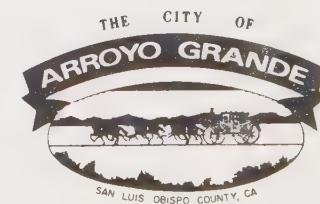
SOILS MAP

LEGEND



CLASS I & II SOILS

INFORMATION FURNISHED BY
U. S. SOIL CONSERVATION SERVICE



GENERAL PLAN

LAND USE
ELEMENT



these areas of marginal agricultural value, the most productive land on the valley floor can be reserved for continued agricultural use.

Commercial Use

The general category of commercial use includes several different designations on the Land Use Plan. The Central Business District category is pedestrian-oriented, the highway commercial classification is automobile-oriented, and neighborhood shopping centers are directed to local residential areas. While the original General Plan included a "heavy commercial" category, this classification has now been grouped with industrial use.

Central Business District: One of Arroyo Grande's outstanding features is its picturesque downtown shopping area, with the tree-lined Arroyo Grande Creek providing a scenic backdrop for handsome buildings dating from the turn of the century. In recognition of the importance of the Central Business District, a separate element dealing with this area was prepared and adopted in 1965. This "C.B.D." element called for the integration of the creek with a pedestrian-oriented shopping area.

Steps to improve the appearance and functioning of the retail shopping area were recommended, including the removal of overhead wires, provision for off-street parking, upgrading of store fronts, and renovation of streets and sidewalks. Since that time, many of the recommendations of the plan have been accomplished, including sign limitations, street tree planting and other landscaping, formation of an assessment district which has provided off-street parking,

the undergrounding of utility wires along Branch Street, and extensive remodeling and construction of store fronts in keeping with the "village" atmosphere.

Additional work on upgrading the City's downtown area has been scheduled. It now has become important for the City to protect this achievement by guarding against any actions which could damage previous accomplishments. Planning for continued enhancement of the retail shopping area will be discussed in more detail in the updated Central Business District Element of the General Plan.

Neighborhood Shopping Centers: These "convenience shopping" locations are intended to serve existing and future residential neighborhoods. The main uses in this category include grocery markets, household supply stores; drug stores; similar neighborhood convenience shopping needs. By providing these convenience stores within residential areas, important environmental benefits based on reduction of automobile use can be achieved, including energy conservation and less air pollution. It is important to control these shopping centers carefully, to avoid conflicts with the adjoining residential areas. Uses permitted in these locations should be restricted to convenience shopping facilities, and a clear distinction should be made between neighborhood shopping areas and highway commercial districts.

Highway Commercial: Highway commercial development in the General Plan primarily includes vehicular oriented retail merchandising to serve local shoppers. The highway commercial category also includes some commercial services oriented to travelers on Highway 101 and tourists on their way to beach areas or Lopez Lake.

Typical uses include service stations, vehicle and boat sales, garages, motels, drive-in restaurants, and similar services. Areas designated for highway commercial use include existing and potential development along Grand Avenue, Highway 101 frontage roads, Traffic Way, and portions of Branch Street. To protect the pedestrian-oriented character of the retail shopping center, highway commercial uses are separated from the Central Business District. While a distinction was formerly made between freeway commercial and highway commercial uses, these services are now grouped in the same category.

Office and Professional: This designation in the General Plan provides for the space needs of business offices, medical and dental clinics, and other professional services. These uses are closely allied to the retail field, but would be penalized by the high rental value of commercial property if they were restricted to areas of commercial use. With proper design control (setbacks, landscaping, screening, and provision for parking), professional uses can be mixed with apartments. The office and professional category should be treated with flexibility, since it can be combined with commercial and residential uses under certain conditions. The City's office-professional zone is the only district where residential and commercial uses may be combined, other than through the planned development process.

Light Industrial

While heavy industrial development in Arroyo Grande is limited by several factors, there is considerable potential for light, distribution-oriented industry. In particular, the City is very favorably located to serve as a distribution center for dispo-

sable goods, with the advantage of its position on the freeway midway between San Luis Obispo and the north county area and Santa Maria, Vandenberg and north Santa Barbara County. Several food distribution companies have already located in the City for this reason.

Since the adoption of the original Land Use Plan, a planned industrial zone has been established for the City, including uses formerly considered in the heavy commercial category. To avoid possible problems associated with industrial development, design standards for setbacks, parking, and environmental quality have been applied, and these controls make it possible for light industrial uses to be integrated satisfactorily into the community. The areas of light industrial use on the General Plan are located where there is convenient freeway access by way of major arterial streets, so that truck traffic will not disrupt residential neighborhoods. Some existing marginal residential and commercial areas are indicated on the General Plan for eventual replacement by light industry.

Heavy industrial use in the immediate Arroyo Grande area is limited by the lack of suitable sites, and by the desire of the City to protect the high quality of its environment. Trained manpower, raw materials, and rail access are also not available for large industrial development. Within the South County area, some heavy industry is located on the Nipomo Mesa, several miles south of the City, and some undeveloped land zoned for industrial use is also located in Oceano.

Public and Semi-Public Uses

This category includes land which presently or potentially can be used for governmental purposes, in addition to "semi-public" uses such as hospitals, schools, etc.

The Public Buildings Element of the General Plan includes detailed recommendations for land use and building needs of the city government.

Civic Center

The City Hall is now located on Branch Street, on the east side of the Central Business District, and this present location is indicated as the civic center on the General Plan. However, with continued growth of the City, accompanied by an increased need for city services, the present site may not include enough room for necessary expansion. Possible relocation of the civic center in the future will be discussed in the revised Public Buildings Element of the General Plan and if relocation is adopted, this Land Use Element will have to be amended to reflect that change.

Other Public and Semi-Public Uses

Fire stations and other municipal uses will be discussed in more detail in the revised Public Buildings Element of the General Plan. The existing hospital site is sufficient to provide for health needs of the planning area for the immediate planning period.

Schools

The Arroyo Grande area is included in the Lucia Mar Unified School District. In addition to the elementary and intermediate schools serving the Arroyo Grande area, the district high school is located on Valley Road in the south part of the city. No new schools have been added since the adoption of the original Land Use Plan, and no new additions are now anticipated for the near future. On the Land Use Plan, several additional elementary schools are indicated to serve areas of the City slated for

additional residential development. The location of these schools on the plan map is only a general indication, and the precise location of these schools may vary considerably as detailed plans for development are made. Statistics on public school enrollment trends are provided in the general introduction to the plan. Standards for school sizes used in this plan are 630 pupils per elementary school, 900 pupils per junior high school, and 2,000 students per high school.

There are now three private schools in the area.

St. Patrick's Catholic School, now located near Highway 101 north of the downtown area, is expected to be relocated on a site adjacent to the new church in the Fair Oaks area. The old school property could then become the nucleus of a commercial development or a public facility. Valley View Academy, a private school run by the Seventh Day Adventists, is located just north of the downtown area. A new parochial school, The Central Coast Christian Academy, has been established adjacent to the Central Business District area. The present site is expected to serve the primary grades, and a search for a new site is underway to provide facilities for the upper grades. A new site for the school should be of sufficient size to accommodate future development plans.

Solid Waste Disposal

At present, there are no solid waste disposal sites in Arroyo Grande, although a sanitary land fill is located several miles to the north. While Grover City and Pismo Beach both have mandatory trash pickup, Arroyo Grande does not. Referendums to require garbage collection in the City have been defeated in the past. However, the need for mandatory collection is becoming stronger as the city continues to grow;

littering and trash dumping along local streets and in the adjacent rural areas is an increasingly serious problem. A citizen's committee is needed to study this problem and make efforts to correct the situation, with consideration of a new election on the issue of mandatory trash collection.

A solid waste disposal plan is now being prepared by the County. This report, which is required by State legislation for each county, deals with all aspects of solid waste, including trash collection and disposal, litter problems, abandoned vehicles, recycling of solid wastes, and sewage disposal. The City of Arroyo Grande is cooperating with other local governments in the preparation of this study. When this report is complete, the City's General Plan should be reviewed for conformance with the recommendations of this solid waste study.

Parks and Recreation

The Parks and Recreation Element of the General Plan establishes a policy of joint school and parks development as new school sites are established and, in addition, the element of the General Plan sets out criteria for park requirements within the planning area. In addition to the City provided recreation facilities, it should be noted that the area has direct access also to the Lopez Lake recreation facilities and Pismo Beach State Park facilities.

The parks and recreation facilities and their needs will be reconsidered and expanded upon in connection with the re-adoption of that element of the General Plan.

Open Space

The City's Open Space-Conservation Element includes a detailed investigation of open space in the Arroyo Grande area. In addition to the open space categories of recreation and agricultural land, which are designated separately on the land use map, certain areas are designated for open space uses because of hazard conditions or special natural values. Basic policies for undeveloped land are dealt with in another section of the Land Use Element.

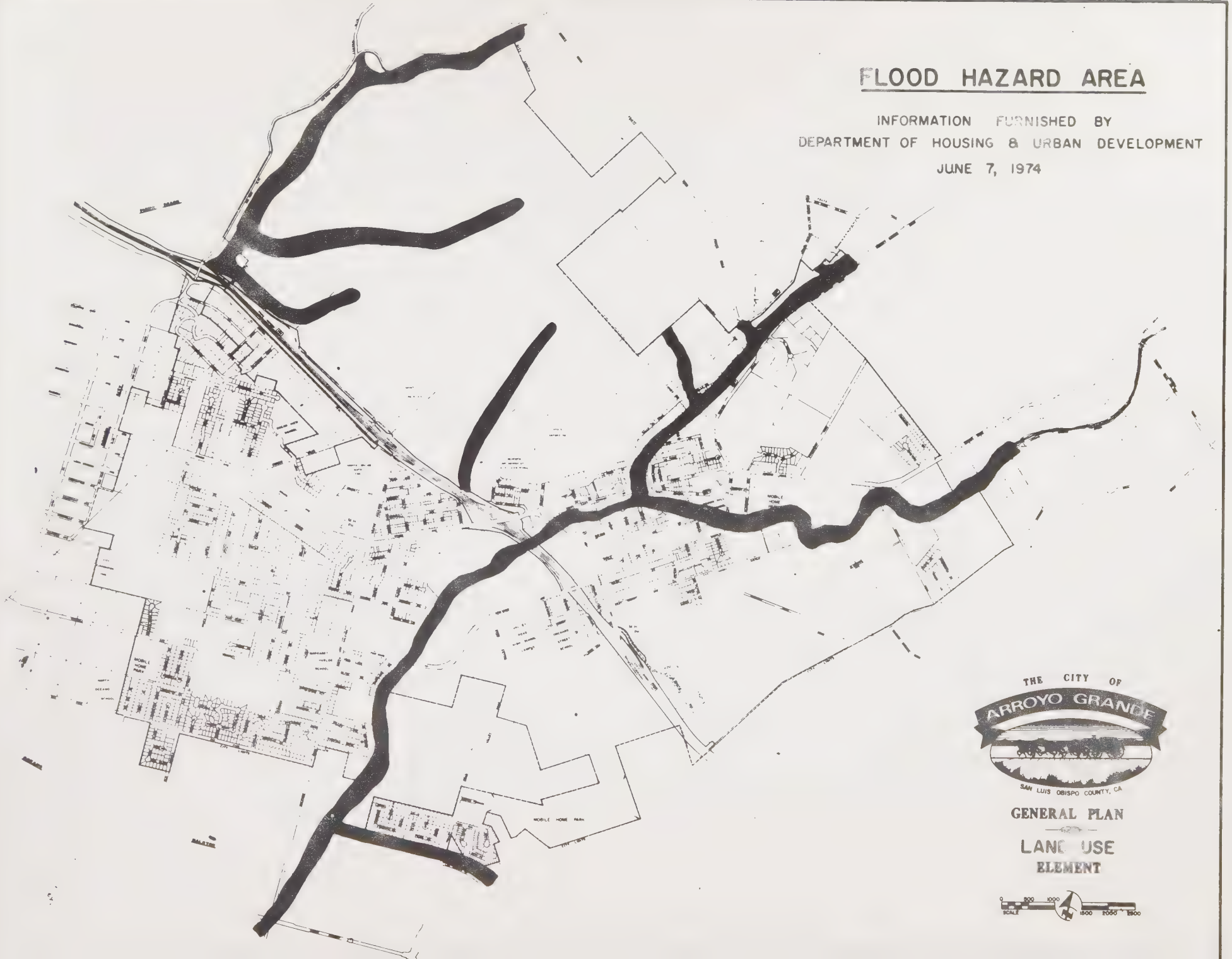
- Areas of Inundation: The construction of Lopez Dam has largely removed the threat of periodic flooding from the Arroyo Grande area, except for temporary overflows in certain areas after heavy rains. The immediate stream channels and some adjacent low-lying areas of Arroyo Grande Creek and several other streams are subject to flooding, and these areas are designated as open space on the land use plan map. Because construction or filling of the stream channel would obstruct drainage, development must not be permitted in stream channels. However, developers may use the concept of density transfer to shift development to upland areas.

Areas of temporary overflow or periodic high water are shown on the following map. This includes some locations along Tally Ho Creek and Arroyo Grande Creek, as well as lowland adjacent to Oak Park Road. The problem areas along Tally Ho Creek are subject to high water table as well as standing water due to rains. A flood control district should be considered in this area to correct drainage problems. The area east of Highway 227 at

FLOOD HAZARD AREA

INFORMATION FURNISHED BY
DEPARTMENT OF HOUSING & URBAN DEVELOPMENT

JUNE 7, 1974



GENERAL PLAN

LAND USE
ELEMENT



Tally Ho Creek has serious drainage problems, compounded by a substandard drainage structure at the road, and the Open Space-Conservation Element should be amended to include this area as open space.

The Safety Element of the General Plan includes a map showing the area of inundation in event of the failure of Lopez Dam. It should be noted that this dam is of recent construction using modern methods, and failure is considered highly unlikely. The Safety Element map showing theoretical inundation should not be confused with the map in this Plan, which depicts areas which are now subject to high water and drainage problems.

- Steep Slopes: Because of the difficulty in building on steep slopes, and the environmental damage which may result, several areas with slopes greater than 30% have been designated as open space. These slopes are often heavily wooded, emphasizing their value as open space. A maximum of one dwelling unit per one acre is appropriate for much of this area.
- Geologic Hazard Areas: The Seismic Safety Element notes that geologic hazards are relatively minor in the Arroyo Grande area. However, several areas of potential landslides are indicated in the report, and these areas should be left in open space unless detailed engineering studies are made to assure that safety precautions are met. Also, the plan notes that new construction should not be placed immediately atop or astride the inactive geologic faults in the area.

Undeveloped Land

There is considerable undeveloped land within the City, some of which can be classified as prime agricultural use. There is other undeveloped land which is not of agricultural value but which for reasons discussed in other sections of this plan, should be maintained in open space or in undeveloped status. The following is a discussion primarily of land which is of agricultural value to the community. Much of this land is currently zoned "A" Agricultural, some of it Residential Agricultural zoning, and there will be a recommended change in the status of some of this zoning after the discussion of the California Land Conservation Act and open space potentials.

Open land should be preserved in either the "Agricultural Preserve" status or "Greenbelt" status as outlined in the following paragraphs. All of this land is in private ownership.

California Land Conservation Act

To protect open land within the City, two basic alternatives are available which would maintain private ownership. First, agricultural land can be placed in agricultural preserves, where the owner agrees to keep his land in agricultural as open space for a specified period of time in exchange for tax privileges. Second, open space easements can be used in a similar manner to create greenbelt areas. These methods are compared in the following sections.

Agricultural Preserves

Farmers near urban areas have been faced with a real problem. Because of specu-

lation, the market value of their land increases, and property taxes then rise rapidly. The income from farming often cannot support these expenses, and the farmer is forced to sell his land for urban development.

To meet this problem, the California Land Conservation Act (commonly known as the Williamson Act) was adopted in 1965 to protect productive agricultural land, and this law was later amended to include other valuable open space land as well. In essence, the law gives a tax break to the landowner if he agrees not to convert his land to urban development over a certain period of time. After a city or county sets up a program to handle applications, the landowner can petition to have his property included in an agricultural preserve. He then signs a contract with the government, agreeing to keep his land in open space under specified conditions. At the same time, the land is zoned to recognize the preserve status. Once this is completed, the landowner is taxed only on the basis of the actual income the land can produce for him, and not on the speculative value of the land. It is theoretically possible that taxes could rise as a result of this new method of assessment, particularly for lands close to an urban area.

In San Luis Obispo County, a large portion of the county already has been placed in agricultural preserves. Across the state, many cities are creating agricultural preserves within their boundaries, providing a greenbelt effect, while also protecting valuable agricultural land. Local landowners, as well as the City of Arroyo Grande, could benefit from this program. It is estimated that 150 to 200 acres of prime agricultural land within the present city limits could qualify for agricul-

tural preserve status. The map on the following page indicates undeveloped prime agricultural land in the planning area.

Open Space Easements

An alternative to the agricultural preserve approach is the use of open space easements to create a greenbelt around the City. Under state law, as recently amended, open space land which is not necessarily used for agricultural purposes can still be protected through a procedure similar to the creation of agricultural preserves. The owner agrees to keep his land in open space, under certain conditions, and in return his land is assessed only on the basis of its value as open space. As with the agricultural preserve arrangement, this easement is binding on the assessor. While the law formerly required minimum twenty-year contracts for open space easements, a 1974 change in the law now allows ten-year contracts.

There are still some disadvantages to the use of open space easements, however. First, the word "easement" makes some landowners uneasy, since it has a connotation of allowing public access. However, it is important to understand that "easement" here only refers to the government's control of development rights. (In some cases, of course, it may be desirable to obtain rights of public access as well, but this would be done by purchase, through a separate procedure). The most important disadvantage of open space easements is that a local government cannot be reimbursed for tax revenues lost when an owner's land is covered by a contract. While the state will reimburse a local government to make up for the reduced tax money due to creation of an agricultural preserve, the law specifically eliminates this tax subvention in the case of open space preserves.

It is thus clearly better for the City to use the agricultural preserve contracts wherever possible, with open space contracts used only in cases where agricultural preserves cannot be applied.

It would be advantageous for the City to contact and work with the county in utilization of the greenbelt easement idea, with particular reference to marginal agricultural land adjacent to the City. This process could be utilized in connection with control of "annexation speculation", as well as a protective belt.

Other means of keeping land in open space may also be used. In limited cases, the City may wish to purchase land, or the development rights of the land. While this technique has the advantage of a permanent commitment to open space use, it costs a great deal of money, both in the initial purchase price and in lost tax revenues. Outright purchase of open space land is mainly appropriate where the property can be used for public purposes, such as a park.

Open space zoning is a valuable tool, but zoning must be used carefully to avoid the problem of inverse condemnation, where the City denies virtually all of the uses of a property without paying any compensation. Open space zoning is best used in combination with an agricultural preserve or open space preserve contract or, in limited cases such as a streambed where density transfers can be used to allow more development on the upland portions of a property in exchange for keeping the streambed in open space.

Other arrangements for open space preservation, such as subdivision regulations, gifts, use of private funds, and land exchanges, are discussed in the Open

Space - Conservation Element.

Summary and Recommendations:

In summary, the following steps can be taken to protect agricultural and open space land in the Arroyo Grande area:

- Urban expansion should be directed away from prime agricultural lands by providing for development in marginal agricultural areas.
- The City should adopt procedures for an agricultural preserve program. The City's existing plans and ordinances should be reviewed to make sure that they are consistent with the agricultural preserve program and state law. A ten-year - ten acre minimum contract would be a reasonable approach.
- The City should closely coordinate its agricultural preserve and greenbelt programs with the County's programs, which would be applied to lands outside the city limits. The City should support preserve status for prime agricultural land adjacent to and in the immediate area of the city limits.

The Urban Reserve Line

The City of Arroyo Grande, in cooperation with San Luis Obispo County and Grover City, has adopted an urban reserve line boundary, which indicates the ultimate limits of urban expansion in the South County area. The urban reserve line location is shown on the vicinity map. In general, the urban reserve line is located far outside the City's projected growth area within the time limit of the Land Use Plan. The existence of the urban reserve line is not intended to suggest that all areas within the line are suitable for urbanization, but serves only as a limit to out-

ward expansion. The location of the urban reserve line was established several years ago, and no allowances for subsequent changes in governmental policies and growth patterns have been made since that time. The location of the urban reserve line for the Arroyo Grande area should be reviewed periodically, and changes based on new land use trends should be made if necessary.

The City has also requested to be informed of all land use activity within the Urban Reserve area which is petitioned of the County, such as a subdivision, "lot splits", land development projects, etc., not with the idea that the City would object to such development, but rather be in a position of being aware of what is being proposed so that the ultimate effect can be evaluated, and development standards recommended to the County.

Annexation Policy

Over the past 20 plus years, the City of Arroyo Grande has pursued an ambitious program of annexation, which has resulted in the inclusion of a great deal of undeveloped land within the present city limits. Recently, however, such annexations, for the sake of annexation, has not been pursued but rather a program of "filling in" the "pockets" created by past annexations.

Even more recently, annexation of agricultural land has been denied in an effort to protect that land from development.

In the future, annexation to the City could be justified under one of several considerations, such as:

- Annexation of rolling non-agricultural crop lands to fill in "pockets", or develop land which would fill in "pockets".

- Annexation of non-agricultural crop lands adjacent to the existing city limits which could be developed within reasonable boundaries and limits so as to not create a hardship on already developed areas and the population of the City. Development of such lands conceivably could assist in relieving cost burdens with particular reference to expansion of the City's water system.
- "Greenbelt" annexations, which in the past have been resisted by property owners because of potential increase in taxes, could be considered in cases where the county cannot, or would not, create a greenbelt or preserve situation. This would put the City in the position of providing open areas for its citizens, and also providing a protective situation for the property owner. Prime agricultural land should not be annexed to the City without a commitment on the part of the owner to place this land in agricultural preserve.

Open Space Zoning

As noted, open space zoning is a valuable tool for protecting open space, but it must be used carefully. The City's agricultural zoning district "A" has mainly been used as a "holding zone" for land waiting to be developed, and there is a need for a new open space zoning ordinance which could be applied to lands with a long-term commitment to open space uses. The ordinance would need to include two different categories. First, an agricultural zone is needed for lands under agricultural preserve contracts. In addition, a zoning district is needed to protect lands designated for non-agricultural open space in the General Plan, including

areas with severe hazards and development problems as well as locations with especially valuable open space characteristics, such as streambeds.

In both cases, a "combining zone" would be most appropriate, where the new zone would be an "override" classification rather than a replacement for current zoning districts.

THE LAND USE PLAN

While the basic concepts of the Land Use Plan have remained the same, it is inevitable that minor readjustments of land use categories will be needed from time to time. A number of minor amendments were made to the plan map in 1970, and changing conditions in the City have created the need for additional changes. For the most part, these revisions are needed to provide for new types of uses and developments not anticipated when the plan was originally conceived, and to also provide additional areas for expansion of needed development, and to assure that the Land Use Plan will conform to other elements of the General Plan.

In the original Land Use Element, the holding capacity of the Planning Area was determined to be 61,300 persons, under full development of residential areas. However, in the revised plan, several areas have been reclassified from residential to agricultural use, with a correspondingly lower density. Also, commercial and industrial use classifications have replaced residential designations in a few locations on the plan map, and other areas have been changed to a lower density category. As a result, the holding capacity, based on the revised plan map is now estimated at approximately 47,500 persons.

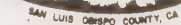
FAMILIES / ACRE

THE CITY OF ARROYO GRANDE
SAN LUIS OBISPO COUNTY, CA

GENERAL PLAN
LAND USE ELEMENT

ADOPTION & UPDATING			CITY COUNCIL RESOLUTION			OF RECORD
PLANNING COMMISSION RESOLUTION			CITY COUNCIL RESOLUTION			
DATE	ATTEST	RES. NO.	DATE	ATTEST	RES. NO.	ADOPTED AMENDED AMENDED
			1968			
			1970			
			1975			

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FEET



**LAND USE
ELEMENT**

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As a result of the house to house census conducted in the City in 1974, a marked change in population characteristics has been noted. In the 1960 and 1970 Federal Census, the average of 3.18 persons per dwelling unit was found within the City. However, slight changes noted in 1970 from the 1960 figures have become more apparent as a result of the 1974 census. At the present time, we have an average of 2.79 persons per dwelling unit within the City, or a loss of .39 of a person per dwelling unit. This dwelling unit count is further broken down as follows. In single family homes the current average is 3 persons; in multiple structures, 2, 3 and 4 apartment units, it is 2.24 persons; in apartment structures of five units or more, it is 1.8 persons; and in mobilehome units the density is 1.72 persons per unit.

In view of these figures, it becomes more apparent that if the trend continues, the total overall holding capacity of the city will decrease. The advantage of density transfers will be enhanced because a concentration of dwelling units would not necessarily materially increase the concentration of persons.

Following is a list of the major changes made in the adoption of the revised and amended Land Use Plan Map for 1975.

- The medium density residential area indicated east of the city between Corbett Canyon Road and Highway 227, has been removed from the map in view of the rolling country area and the open space densities being proposed in the revised plan.
- The Neighborhood Commercial, indicated southerly of Huasna Road and westerly of "Skidmore Corners", has been reduced in size and relocated at the easterly

side of the intersection of Huasna Road and Corbett Canyon Road. It is anticipated this will provide adequate acreage for ultimate commercial needs for the easterly part of the city. The medium density shown northerly of Huasna Road across from the old Neighborhood Commercial has also been removed from the map, and in its place all of that area southerly of Huasna Road and easterly of Lucia Mar School property to Skidmore Corners has been re-classified for medium density reflecting existing zoning, present mobilehome parks, and the capability of both highway and utilities to support this density.

- An area southerly of Branch Mill Road along the hillside has been indicated for open space preservation because of the existing topography.
- An area southerly of the city between South Traffic Way Extension and the freeway is being proposed for Planned Industrial development. This area is definitely unsatisfactory for residential use; it would not be desirable to generate commercial traffic within the area, and the topography would lend itself to light industrial use. Adequate control of the architectural features will be necessary to protect the existing residential areas above and easterly of the proposed area. It is anticipated that this land use change will be implemented in the relatively near future.
- The area between Traffic Way, Highway 101, northerly of Fair Oaks Avenue, formerly contained a proposed Civic Center location. This has now been changed to the present land being used for the Civic Center. It should be noted that reconsideration of the Civic Center site will be made in the rewriting of the

Public Buildings Element at a relatively near future date. In the meantime, all of the original area is indicated as Highway Service oriented land use.

- An area southerly of Grand Avenue to Arroyo Grande Creek, Highway 101 on the east and the eventual connection of Valley Road to Grand Avenue, has been indicated as a possible good Light Industrial area. Because of the relatively high cost of development of this area, it is not anticipated that it would materialize in the very near future. It should also be noted that this property falls within Class 1-2 soils area for preservation consideration, which could possibly be implemented now, with the conversion to industrial use at some later date.
- An area south of the present City Limits easterly of Halcyon Road, which is presently occupied by three mobilehome parks in the County, has been indicated to medium density primarily to reflect the existing use if the time should ever come when this area would be annexed to the City. This classification would eliminate future problems if and when annexation takes place.
- Another prime agricultural area within the heart of the city, southerly of Grand Avenue and generally westerly of Spruce. The Grand Avenue frontage presently is zoned Light Industrial; the balance of the property southerly to Ash Street would make an ideal industrial park potential. Again, it is anticipated that this would be a long term conversion, and agricultural preservation might be a possibility, subject to demand and need for the rezoning for industrial purposes.
- An area generally southerly of the cemetery and westerly of North Halcyon Road, is indicated for high density in the original plan. Because of the increased

demand for commercial light industrial uses, this area has generally been proposed for basic Highway Commercial use. This also reflects the present general use of the area.

- The other major addition to the map reflects low areas which must be retained for drainage purposes northerly of Highway 101 and Oak Park Boulevard.

MAKING THE PLAN WORK

Since the adoption of the original Land Use Element, the City has taken various steps to implement the General Plan. Necessary revisions to the Zoning Ordinance have been made periodically, and zoning has been brought into conformance with the General Plan. The City's Subdivision Ordinance, building code, and other ordinances also have been used to regulate new development in keeping with good planning principles.

Since the adoption of the General Plan for the City of Arroyo Grande, the practice of speculative rezoning, particularly in the area of commercial and industrial land use, has not been followed, nor has the City Planning Commission and City Council allowed rezoning which would materially conflict with the Land Use Element of the General Plan. The integrity of the Plan and accompanying zoning has established a basis of sound investment within the City.

In addition to regulation of private development, the City has also taken steps to implement the General Plan through budgeting and planning of capital improvements. This combination of public improvement and private regulation can be supplemented by incentives to the private sector, particularly through an agricultural preserve program. Public information and education programs can also be used in working towards

the goals of the General Plan.

The General Plan is a flexible framework to guide the City's growth, not a rigid set of rules. For this reason, the Land Use Element should be reviewed periodically to assure that the plan reflects changing conditions. With these considerations in mind, the Land Use Element of Arroyo Grande's General Plan will continue to serve as an important guide for the City's development.

**CENTRAL BUSINESS
DISTRICT ELEMENT**

2

CENTRAL BUSINESS DISTRICT ELEMENT

OF THE

ARROYO GRANDE

GENERAL PLAN

JUNE, 1975

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RESOLUTION NO. 75-386 G

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF ARROYO GRANDE ADOPTING THE REVISED AND UPDATED
CENTRAL BUSINESS DISTRICT ELEMENT OF THE GENERAL PLAN.

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report, together with general plan maps, entitled the "Central Business District" plan required by Government Code Section 65302 (d), and did all things legally and technically required by law to develop reports and maps adequate in scope and authority to serve the purpose of a general plan; and

WHEREAS, pursuant to Government Code Section 65501 et seq., the City Planning Commission gave required notice and did hold a public hearing on June 3, 1975, for the purpose of considering the adoption of the Central Business District Element of the General Plan report and maps, and at which public hearing the Central Business District Plans, reports and maps were displayed, explained and reported upon; and

WHEREAS, said Central Business District Element of the General Plan report and maps thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, the Planning Commission of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE DOES HEREBY
RESOLVE AS FOLLOWS:

Section 1. The Planning Commission of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the Central Business District Element of the General Plan, as amended, together with the maps be adopted.

Section 2. The Planning Commission of the City of Arroyo Grande does hereby adopt the Central Business District Element of the General Plan, as amended by Addendum No. 1, dated June 2, 1975, together with the maps and descriptive material.

Section 3. The Planning Commission Chairman is authorized and directed to certify this approval upon the Central Business District Element of the General Plan as amended and forward to the City Council for consideration.

On motion by Commissioner Mathews, seconded by Commissioner Cole, and by the following roll call vote, to wit:

AYES:	Commissioners Cole, Mathews, Ries, Sandoval and Chairman Calhoon
NOES:	None
ABSENT:	Commissioner Moots

The foregoing Resolution was adopted this 3rd day of June 1975.

ATTEST: /s/ CAROL BENTO
Secretary

/s/ LOWELL L. CALHOON
Chairman

RESOLUTION NO. 1170

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE ADOPTING THE AMENDED CENTRAL BUSINESS DISTRICT ELEMENT OF THE GENERAL PLAN.

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report, together with a general plan map and has adopted the amended Central Business District Element of the General Plan; and

WHEREAS, pursuant to Government Code Section 65501, et seq., the City Council gave required notice and did hold a public hearing on June 24, 1975, for the purpose of considering the adoption of the amended Central Business District Element of the General Plan report and map, and at which public hearing the amended Central Business District Element report and map were displayed, explained and report upon; and

WHEREAS, said amended Central Business District Element of the General Plan report and map thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, the City Council of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the amended Central Business District Element of the General Plan report and map be adopted.

Section 2. The City Council of the City of Arroyo Grande hereby adopts the amended Central Business District Element of the General Plan together with the maps and descriptive material.

On motion of Councilman Spierling, seconded by Councilman de Leon and on the following roll call vote, to wit:

AYES:	Councilmen Spierling, de Leon, Schlegel, Millis and Mayor Talley
NOES:	None
ABSENT:	None

the foregoing Resolution was passed and adopted this 24th day of June, 1975.

/s/ DONALD L. TALLEY
MAYOR

ATTEST: /s/ INES A. DEL CAMPO
CITY CLERK

I, Ines A. del Campo, City Clerk of the City of Arroyo Grande, County of San Luis Obispo, State of California, do hereby certify that the foregoing Resolution No. 1170 is a true, full and correct copy of said Resolution passed and adopted by the City Council of the City of Arroyo Grande at a regular meeting of said Council held on the 24th day of June, 1975.

WITNESS my hand and the Seal of the City of Arroyo Grande affixed this 25th day of June, 1975.

/s/ INES A. DEL CAMPO
City Clerk of the City of Arroyo Grande

(SEAL)

CENTRAL BUSINESS DISTRICT PLAN

INTRODUCTION

One of the most successful features of Arroyo Grande's planning program has been the recent improvement of the City's Central Business District. Through the cooperative efforts of government, downtown merchants, utility companies, and the citizens of Arroyo Grande, the goal of an attractive and functional Central Business District has essentially been realized. This concentrated effort to upgrade the downtown shopping area has helped Arroyo Grande to avoid problems of urban blight which have affected many other cities.

Background

Formal planning for the City's downtown area began in 1965, with the preparation of the Central Business District Element of the City's General Plan. The Downtown Merchants' Association provided considerable assistance to the consultant in preparation of the plan, and the Association has continued to play a vital role in the rejuvenation of the downtown shopping area.

The Central Business District Element was adopted by the City Council on October 26, 1965, following the Plan's adoption by the Planning Commission. This was the first element of the City's General Plan to be adopted, underscoring the importance placed on the Central Business District in the City's planning efforts. A detailed economic survey was included in the original Plan, providing valuable information for decision-making.

The plan was reviewed in 1970, along with the other existing General Plan elements, and minor amendments were made at that time.

The Plan Concept

The basic concept for the Central Business District, as proposed in the 1965 plan, has remained unchanged. The original plan noted the important assets of the existing business district, including convenient street and freeway access, an existing well-established retail trade center, a pedestrian orientation with few drive-in businesses, sufficient available property for off-street parking, a functional street pattern, and room for expansion. Most important, the Central Business District had an intangible charm, with its historic storefronts and the backdrop provided by the nearby Arroyo Grande Creek. The focus of the plan, then, was to draw on these assets, enhancing the existing positive features of the downtown area while protecting against uncontrolled development which could destroy the character of the downtown shopping area.

Implementation of the Plan

Following the adoption of the Central Business District Element, a major effort began almost immediately to carry out the proposals made in the plan. By the early 1970's, most of the plan's original proposals had been implemented. The following paragraphs summarize the action which has been taken to achieve the various recommendations made in the plan.

● Land Use and Sign Controls.

The original plan emphasized the need for zoning controls to protect the pedestrian oriented character of the downtown area. To prevent a trend toward an unsightly clutter of oversize advertising signs, the plan also

called for sign controls. In 1966, the City Council adopted a new zoning ordinance for the Central Business District, which restricted the uses to retail and service-oriented businesses. Very restrictive sign controls were also included in the new ordinance, with a two-year conversion condition. In compliance, merchants then converted, removed, and erected new signs, giving Branch Street a much "cleaner" appearance. The revised C.B.D. zoning boundary is shown on the following map.

● Parking.

To assure adequate parking for downtown shoppers, an improvement district was created. Funds for land acquisition and construction of parking lots were provided by tax assessments levied on holders of downtown business licenses. The parking tax was upheld by a court decision in 1972, and the funds accumulated have been used to purchase land and make improvements. This program for off-street parking should be continued as an ongoing implementation of the original plan. The parking plan for the Central Business District is included on the following page.

● Branch Street Improvements.

In addition to the sign controls mentioned earlier, several other measures have been taken to improve the appearance and function of Branch Street. Since this street is maintained as State Highway 227, the State Division of Highways has cooperated in the reconstruction of the street. The City has replaced the deteriorated sidewalks with attractive exposed aggregate sidewalks, paid for with gas tax funds.



 GENERAL PLAN

CENTRAL BUSINESS DISTRICT

1" = 500'



KEY

-  PROFESSIONAL COMMERCIAL ZONING
-  C.B.D. ZONING BOUNDARY
-  LAND USE BOUNDARY

ONSTREET PARKING

NORTH MASON	- EASTSIDE	6
	WESTSIDE	6
NEVADA ST.	- EASTSIDE	0
	WESTSIDE	0
BRIDGE ST.	- EASTSIDE	3
	WESTSIDE	3
SHORT ST.	- EASTSIDE	3
	WESTSIDE	3
BRANCH ST.	- NORTHSIDE	37
	SOUTHSIDE	41
		102 SPACES

OFFSTREET PARKING



PUBLIC

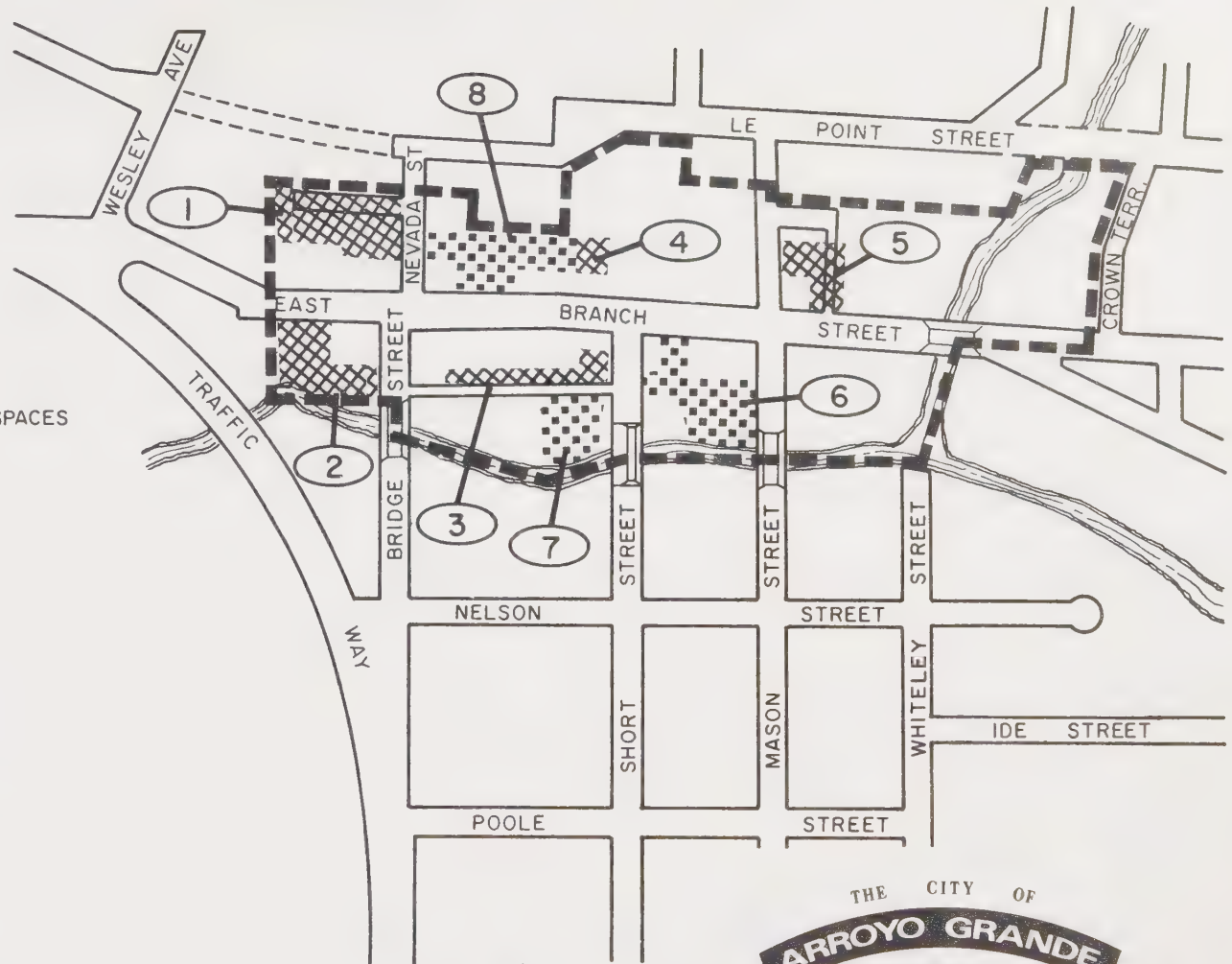


PRIVATE

1		54
2		52
3		30±
4		13±
5		26
6		49
7		24
8		46
		294 ± SPACES



PARKING & BUSINESS IMPROVEMENT
DISTRICT BOUNDARY



GENERAL PLAN

CENTRAL BUSINESS DISTRICT

1" = 500'

- Undergrounding of Utilities.

Since the adoption of the plan for the Central Business District, the undergrounding of utilities (electric, telephone, and Cable TV) has had a high priority. Enabling legislation for creating Underground Utility Districts was passed by the City Council in 1967, followed by more detailed arrangements for an assessment district. A fund accumulated by Pacific Gas and Electric Company was used to pay for the cost of undergrounding electric services at the time street improvements were made. Other utility wires were placed underground concurrently at the expense of the owners, i.e., Pacific Telephone and Telegraph and Central California Communications Corp. All businesses were required to underground existing services and all new construction will require undergrounding.

- Street Lighting.

With the removal of utility poles as part of the undergrounding of utility wires, new street light standards were needed for the downtown district. Rather than use conventional mercury vapor lamps on 32' poles, twice as many 18' "town and country" lighting fixtures were selected to carry out the overall "village" theme of the downtown area.

- Landscaping.

The Beautification Element of the General Plan, as well as the Central Business District Plan, recommended the use of landscaping and street trees

to improve the City's appearance. In keeping with this recommendation, planters have been used in public parking areas. Street trees have been added along Branch Street. The civic center grounds were redeveloped and re-landscaped in 1974.

Three new landscaped areas were also created in connection with the street alignment, and these areas have been landscaped and will be maintained by the City Parks Department.

● Buildings.

Architectural approval is now required for new business structures. Local merchants have cooperated in promoting the "Village" theme with the use of wood, gold leaf, and old-type lettering on their buildings and signs. This program should be continued through new efforts on the part of the Village Merchants' Association.

In the original plan, it was also pointed out there is a need to provide rear access to as many of the commercial uses as possible. Some stores have made adjustments and arrangements; others have not.

The program of providing this rear access, both for customers and for delivery purposes, must be continued to enhance the use of total store structures and eliminate as much truck parking and double parking on-street as possible.

● Stream Protection.

The Arroyo Grande Creek, running parallel to Branch Street, is one of

the prime assets of the downtown area. The City has been acquiring properties adjoining the Creek, with plans for a park between Mason Street and Traffic Way. Split-rail fencing and some footpaths have been installed in some areas, and eventual plans call for an exhibit of native plants from throughout the county. The City's Recreation Element and Open Space-Conservation Element emphasize the need for protection of the streambed.

Summary

It is evident that the major goals of the original Central Business District Plan have been achieved, and the City's task now must emphasize protection of its hard-earned improvements. In the continuing implementation of the Central Business District Plan, the following recommendations are made:

- As part of the original plan, a detailed economic survey was prepared for the City. This information has had considerable importance to city administrators, local merchants, and potential investors. The information contained in the 1965 economic survey is now obsolete, however. It is necessary that the City hire a consultant to prepare an updated economic survey, which is beyond the scope of this plan.
- As noted in the original plan, particular encouragement should be given to establishing restaurants in the downtown area. Also, open-air markets and festivals should be considered as regular supplements to the established retail businesses in the form of old time "market days".

In the continuing program to provide off-street parking, care should be taken to avoid separating the Creek from the shopping area by a "sea of asphalt". Frequent pedestrian links and abundant landscaping should be used in parking areas.

- ④ The City should continue its program of acquiring streamside properties in the downtown area. Where complete acquisition cannot be arranged, a 10' maintenance easement should be secured along the top of the streambank. An added point of interest to the downtown area would be the completion of the small "hoosegow" park on Le Point Street just west of Mason Street. This park area is presently being developed by the City's Beautification Committee, and does contain the old historic city jail or "hoosegow". A sign should be erected on Branch Street directing attention to this attraction.

- The Village Green.

The small park area on the southerly end of Short Street adjacent to the streambed acts as a terminus for the street, and directs traffic in two directions to existing off-street parking areas. This "village green" park area also provides a direct pedestrian access into the streambed park development and provides visual relief for the general area. It is also anticipated that this park area could be used for art exhibits and shows, band concerts, and possibly even a nucleus for

the "market days". It was also anticipated that a small gazebo will be erected in this area in the near future.

- Three pedestrian walk areas between Branch Street and off-street parking have been developed as malls; a fourth such walkway is proposed in the near future. Sometime a fifth walk should be provided about mid-block between Bridge and Short, southerly of Branch Street; the method of access of this walkway will have to be determined in the future.
- Perhaps the Turney Building, located in the parking zone adjacent to the alley between Short Street and Bridge Street, should be retained for its historic value. Conversion into an open rest and landscaped area could be an added point of interest, and a visual relief from the parking area.
- In keeping with the City's policy of review of general plan elements, the Central Business District Plan should be reviewed periodically by the Merchants' Association Parking and Business Improvement Area Advisory Board, Parks and Recreation Commission, Planning Commission and City Council to assure that the plan reflects the changing needs of the City.

THE PLAN MAP

Only minor changes have been made in the Master Plan of the Central Business District since its amendment in 1970, including the deletion of several building areas and a parking structure. The revised plan map is included on the following page.

KEY



PARKING



OPEN SPACE & PARK AREA



EXISTING BUILDINGS



POTENTIAL BUILDINGS



WALKS & MALL

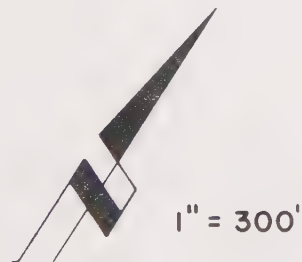


SWINGING BRIDGE

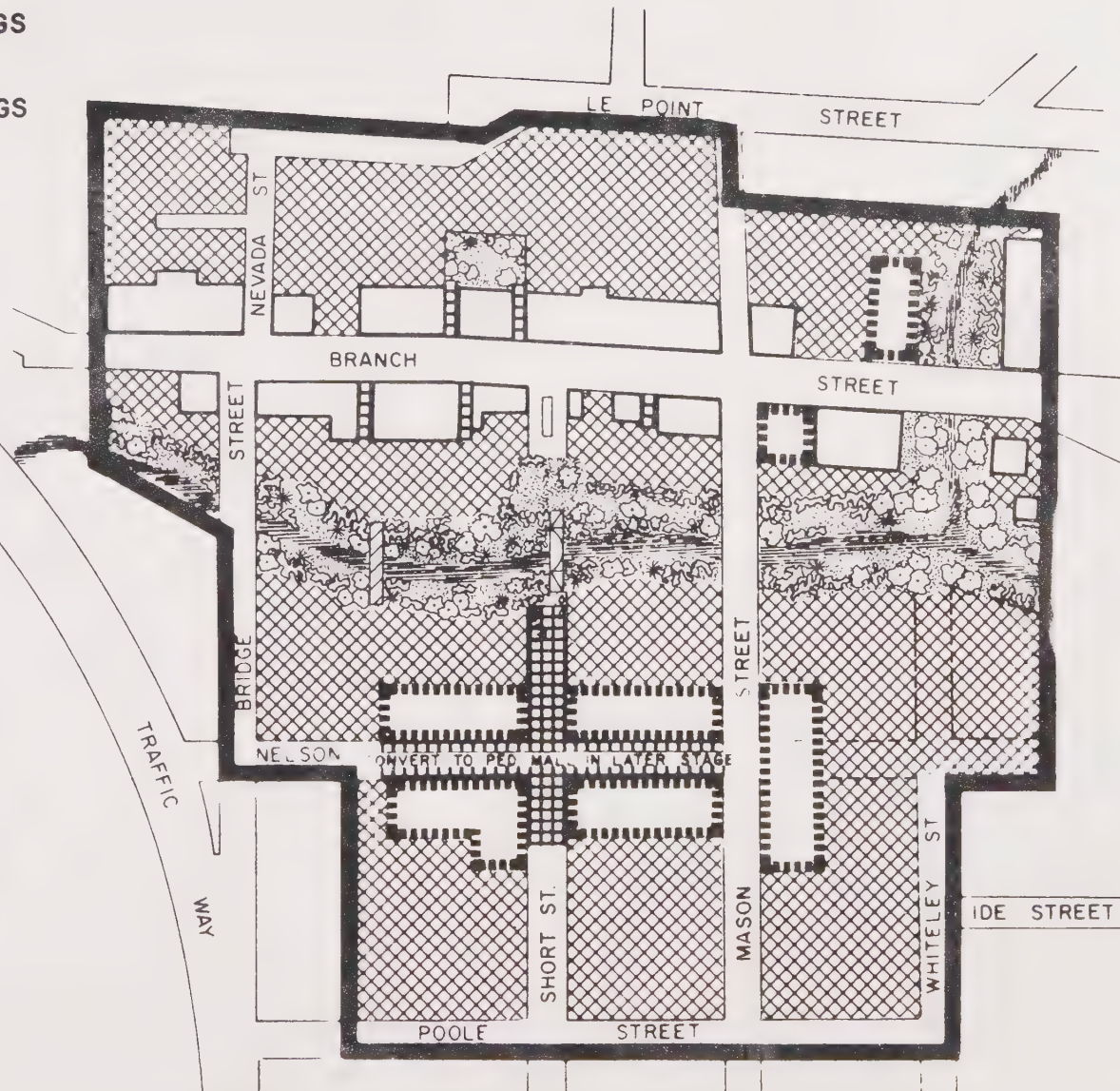


PROPOSED FOOT BRIDGE

GENERAL PLAN OF THE CENTRAL BUSINESS AREA



GENERAL PLAN



CIRCULATION ELEMENT

3

CIRCULATION ELEMENT

OF THE

ARROYO GRANDE

GENERAL PLAN

FEBRUARY, 1975

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RESOLUTION NO. 75-369 G

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
ARROYO GRANDE ADOPTING THE REVISED AND UPDATED CIRCULATION
ELEMENT OF THE GENERAL PLAN AS AMENDED.

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report, together with general plan maps, entitled the "Circulation" plan required by Government Code Section 65302(d), and did all things legally and technically required by law to develop reports and maps adequate in scope and authority to serve the purpose of a general plan; and

WHEREAS, pursuant to Government Code Section 65501 et seq. the City Planning Commission gave required notice and did hold a public hearing on February 18, 1975, for the purpose of considering the adoption of the Circulation Element of the General Plan report and maps, and at which public hearing the Circulation Plans, reports and maps were displayed, explained and reported upon; and

WHEREAS, said Circulation Element of the General Plan report and maps thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, the Planning Commission of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARROYO GRANDE DOES HEREBY
RESOLVE AS FOLLOWS:

Section 1. The Planning Commission of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the Circulation Element of the General Plan, as amended, together with the maps be adopted.

Section 2. The Planning Commission of the City of Arroyo Grande does hereby adopt the Circulation Element of the General Plan, as amended by Addendum No. 1, dated February 18, 1975, together with the maps and descriptive material.

Section 3. The Planning Commission Chairman is authorized and directed to certify this approval upon the Circulation Element of the General Plan as amended and forward to the City Council for consideration.

On motion by Commissioner Sandoval, seconded by Commissioner Ries, and by the following roll call vote, to wit:

AYES: Commissioners Mathews, Miller, Moots, Ries, Sandoval and
Chairman Calhoon
NOES: None
ABSENT: Commissioner Cole

The foregoing Resolution was adopted this 18th day of February 1975.

ATTEST: Pearl L. Phinney
Secretary

L. J. Calhoon
Chairman

RESOLUTION NO. 1150

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
ARROYO GRANDE ADOPTING THE AMENDED CIRCULATION
(STREET AND HIGHWAY) ELEMENT OF THE GENERAL PLAN

WHEREAS, the Planning Commission of the City of Arroyo Grande has prepared a general plan report together with a general plan map and has adopted the amended Circulation (Street and Highway) Element of the General Plan; and

WHEREAS, pursuant to Government Code Section 65501, et seq. the City Council gave required notice and did hold a public hearing on March 11, 1975, for the purpose of considering the adoption of the amended Circulation (Street and Highway) Element of the General Plan report and map, and at which public hearing the amended Circulation (Street and Highway) Element report and map were displayed, explained and reported upon; and

WHEREAS, said amended Circulation (Street and Highway) Element of the General Plan report and map thereof are necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience and welfare of the citizens of the City of Arroyo Grande; and

WHEREAS, The City Council of the City of Arroyo Grande has a responsibility to plan for the desirable future growth and development of the City of Arroyo Grande;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ARROYO GRANDE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of Arroyo Grande does hereby find and determine that the public interest, convenience and necessity require that the

amended Circulation (Street and Highway) Element of the General Plan report and map be adopted.

Section 2. The City Council of the City of Arroyo Grande hereby adopts the amended Circulation (Street and Highway) Element of the General Plan together with the maps and descriptive material.

On motion of Councilman Millis, seconded by Councilman de Leon and on the following roll call vote, to wit:

AYES: Councilmen Spierling, de Leon, Schlegel, Millis and Mayor Talley

NOES: None

ABSENT: None

The foregoing Resolution was passed and adopted this 11th day of March, 1975.

/s/ Donald L. Talley

MAYOR

ATTEST: /s/ Ines A. del Campo

CITY CLERK

I, Ines A. del Campo, City Clerk of the City of Arroyo Grande, County of San Luis Obispo, State of California, do hereby certify that the foregoing Resolution No. 1150 is a true, full and correct copy of said Resolution passed and adopted by the City Council of the City of Arroyo Grande at a regular meeting of said Council held on the 11th day of March, 1975.

Witness my hand and the Seal of the City of Arroyo Grande affixed this 12th day of March, 1975.

/s/ Ines A. del Campo

City Clerk of the City of Arroyo Grande

(SEAL)

THE C I R C U L A T I O N E L E M E N T

INTRODUCTION

It is vital for a city to have a good circulation system for moving people and goods. The importance of a safe, efficient street system to meet transportation needs has long been recognized. Increasing attention is being focused on alternatives to private automobile transportation, including bicycle routes and pedestrian circulation. Without planning, however, a city's circulation system can become chaotic, and transportation alternatives can be ignored. The Circulation Element of Arroyo Grande's General Plan provides a framework for a pleasant and functional circulation system, with particular attention paid to the relation of transportation and land use.

The City's first circulation element was adopted in 1966 as one of the state-required elements of the general plan. This plan was based on an immediate five-year period of implementation, as well as a twenty-year period for long-range planning. Since that time, many of the plan's recommendations have been put into effect, including construction of the Fair Oaks extension, upgrading of Elm Street and Cherry Avenue, and adoption of plan lines for various streets. In 1970, the Circulation Element was reviewed, with minor changes made to bring the plan up to date. This current update of the plan again is based on five-year and twenty-year periods of implementation, with a target date of 1995.

In addition to the City's Circulation Element, other transportation studies have been made during the past few years. A countywide transportation plan has been prepared,

including base data on traffic flow and other information which has provided an input to the City's planning efforts. Also, a Traffic Operations Program to Increase Capacity and Safety report (commonly known as 'TOPICS') was recently prepared for the City, dealing with improvements to increase safety and capacity on city streets.

CIRCULATION OBJECTIVES

1. The circulation system should provide safe, easy access to and from areas of residential use, employment, business and recreation.
2. The City's local circulation system should be integrated with the surrounding region, providing the means for local residents of Arroyo Grande and nearby cities to move freely between communities. The City should cooperate with the County, adjoining cities, and other public agencies on all planning for circulation needs.
3. The transportation system should provide smooth, rapid movement of travelers through the area, with minimum disruption of local neighborhoods from out-of-town traffic.
4. The various forms of circulation, including non-motorized as well as motor vehicle traffic, should be coordinated to assure maximum safety and ease of movement.
5. The City's circulation system should be designed to conserve energy by providing for smooth traffic flow, a compact urban pattern requiring a minimum of driving to reach essential services, and provision for non-motorized movement in the City.
6. Traffic should be concentrated on as few streets as possible, and heavy traffic, particularly trucks, should be excluded from residential neighborhoods whenever possible.

7. The loss of prime agricultural land and developed land to road construction should be minimized.

Existing Circulation

Highway 101 is the most significant circulation route in the Arroyo Grande area, bisecting the City. Intersecting this major traffic artery are important routes providing access to the Central Business District and recreation areas. West of the freeway, Grand Avenue extends toward Grover City and beach areas, while Branch Street connects the freeway with Arroyo Grande's picturesque retail shopping center, and Lopez Lake to the east. The downtown portion of Branch Street, as well as a portion of Corbett Canyon Road, are in the State Highway System, State Highway 227. The City's local streets are generally arranged in a grid pattern.

The City at present is almost entirely dependent on the private automobile and truck for transportation. There are no railroads serving Arroyo Grande, although the Southern Pacific Railroad runs through Grover City. A County airport is located at Oceano, and there are harbor facilities at Port San Luis, fifteen miles northwest of Arroyo Grande.

The community is served by Greyhound Bus Lines on an intra-city basis; however, there is no inter-city service either in Arroyo Grande or the two abutting cities. The County's new transportation plan discusses this problem and will ultimately make some recommendations to provide transportation facilities for the South County people.

Existing Street Conditions

The 1965 plan included a detailed inventory of existing physical measurements and conditions of city streets, including right-of-way widths, pavement widths, surface

material, condition of the pavement, and location of curbs, gutters, and sidewalks. At that time, many of the city's streets were in fair or poor condition, with a lack of curbs and gutters, sidewalks, deficient pavement widths, and substandard street surfaces. Since then, major improvements have been made in existing street conditions, especially in the Fair Oaks area and on major arterials, although some problems still exist, particularly the absence of sidewalks in pedestrian traffic areas such as schools, service areas, major and collector streets.

Traffic Controls

A detailed study of traffic movement in the City was prepared in 1972. This "TOPICS" report identified several problem locations and made recommendations for traffic controls to improve safety and street capacity. Three traffic signals are now located along Grand Avenue, and four-way stop signs are used at some other intersections in the City. Also, stop signs protect through traffic along most major and collector streets.

Traffic Flow

Traffic counts, measuring the daily number of vehicles on various streets, have been made by the City, County, and State for various routes. This information shows that traffic has increased substantially on city streets since earlier traffic counts were made for the City's original Circulation Element. In contrast to a 1965 daily traffic flow of 10,000 vehicles on Grand Avenue, for example, a recent count of 14,800 vehicles were measured. Traffic on Highway 101 is now in the range of 20,000 vehicles per day.

Future traffic trends are difficult to predict because of the uncertainty about the availability of fuel and the possibility of gas rationing or other means of curtailing

Motor Vehicle Registration and Use

In predicting future traffic circulation needs, the number of registered motor vehicles in the area is a contributing factor. Over the past twenty years, there has been a continuous increase in vehicles registered in Arroyo Grande. Also, the number of persons per vehicle has been decreasing steadily. Both of these factors have contributed as an increase in traffic volumes. In planning for the future, however, it is uncertain whether these trends will continue. In a new era of gasoline shortages, increased fuel costs, and higher prices for automobiles, it is expected that per-capita registration will level off, although the total number of vehicles will continue to rise as the population increases. The decreasing trends in number of persons per vehicle is expected to level off.

In the 1969 Special Census of the City, it was noted that there was an average of 1.73 vehicles per dwelling unit in the City. In 1974 this percentage increased to 1.92 vehicles per dwelling unit, which represents approximately two-tenths of a vehicle per dwelling unit gain. It was also noted that in the 1969 Census there were 402 dwelling units that had three or more registered vehicles, and this increased to 519 dwelling units in 1974. This continual increase of vehicles per dwelling unit, coupled with an actual decrease of persons per dwelling unit indicates an increasing demand for street capacities, as well as a need for additional off-street parking, both in connection with residential development and a continued demand in connection with commercial development.

Traffic Accidents

The Arroyo Grande Police Department has kept accurate statistics on traffic accidents in the City, and this information has been used in planning for the City's circulation needs.

Most traffic accidents in the City take place at intersections along heavily-traveled routes. The most frequent accident location in the City includes the two adjacent intersections of Elm Street and Brisco Road with Grand Avenue. Other problem spots are the intersections of Bridge Street at Nelson; Mason at Branch; Halcyon at Fair Oaks, and Halcyon at Grand. Overall, however, Arroyo Grande has a low accident rate, with only about one-half the number of accidents per capita experienced in other cities.

STANDARDS AND PRINCIPLES

Since the original Circulation Plan was adopted, a number of changes have been made in the classification of streets. The parkway and expressway categories have been eliminated, due to problems of coordination with neighboring cities. The arterial, frontage road, and rural street classifications have been added. These street standards are presented below in terms of accepted principles of traffic-service and land-service functions performed, and street sections for each category are included at the end of this plan.

- FREEWAYS are high-speed, controlled-access routes providing for long-distance traffic movement. Since management of the freeway system is handled at the State level, standards for this classification are not included in this plan.
- ARTERIALS serve large volumes of through traffic between different sections of the urban area and provide access to freeways. While arterial streets may serve abutting properties, their main function is to provide for through traffic movement, and interruption of traffic flow should be kept to a minimum. The arterial section replaces the expressway category formerly used by the City.

- MAJOR STREETS comprise the principal network for the flow of traffic. They are the important streets which connect main areas of traffic generation. Frequently there are serious conflicts between the land-service and traffic-service functions of major streets. If the land adjacent to the major street is intensively used, the conflict is serious and the accident potential is high. The traffic function of major streets, moving vehicles - particularly on long trips between distant points - is most important. Land access is its secondary function. For this reason, driveways and intersections should be kept at a minimum. Rear or side access to property abutting a major street should be encouraged. Major streets should be designed to carry four moving lanes of traffic. Parking lanes, which should be provided, may be converted to traveled way if traffic warrants.
- COLLECTOR STREETS are of less importance but still designed to carry through traffic. They should be designed as wide two-lane streets and protected from cross-traffic. These streets have the primary purpose of collecting traffic. Their function is to transfer traffic from local streets to major streets or local traffic generators, such as schools, employment and shopping areas. The design of collector streets should reflect this emphasis on carrying traffic. Local streets should not cross the collector; "T" intersections are preferred and good sight-distance at intersections is necessary. Collector streets should not form a continuous system; otherwise there will be a tendency to use the collector as a major - thus violating one of the goals of the plan - to keep through traffic out of residential areas.

● FRONTAGE ROADS are streets parallel to freeways. The frontage road serves properties near the freeway and connects local streets which may have been severed by the building of the freeway.

● LOCAL STREETS are used to provide access to abutting property, locations for easements, open space for light and air, and a firebreak between buildings. Circulation is a secondary function of local streets, and they should be designed to discourage through traffic. Buses and heavy trucks should be excluded from local streets.

The Plan Map indicates local streets, and it should be noted that they are an important element in community design, providing a permanent framework for building and landscaping. No local street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation.

● RURAL STREETS are a new classification, developed to provide vehicular access to large-lot subdivisions with a minimum of 90' lot frontage with a 30' front yard setback to provide off-street parking, which then eliminates the need for on-street parking. The reduced requirements of this category are intended primarily to diminish scarring from the extensive grading which would be required in some cases to build to the City's local street standards in hillside areas. This more inexpensive cost of improvement is balanced by the requirement for larger lots.

THE CIRCULATION PLAN

The plan map includes existing and proposed streets which will adequately handle the projected 1995 traffic. Specific improvements for each street category are discussed below, and illustrated cross sections of each of the discussed streets will be found in Appendix A.

- **FREEWAYS.** A reconstruction of driving surfaces has just been completed on Highway 101, which bisects the City. No other improvements to Highway 101 are planned for the near future. However, there is a need for reconstruction of the Traffic Way interchange, since present traffic flow is hazardous, and no access is provided to the west side of the freeway. The City should continue to press for this much needed improvement.

The Division of Highways should also be petitioned at the earliest possible time to anticipate and plan the widening of the Brisco Road underpass on Highway 101 to accommodate the anticipated and eventual traffic which will be generated by the development of the hillsides on the northerly side of Highway 101.

- **ARTERIALS.** Grand Avenue is designated as an arterial on the plan. A special improvement district has been established to complete off-site improvements on Grand Avenue. Continued improvement has been given a high budget priority.
- **MAJOR STREETS.** The following streets are designated as major streets on the plan:
 1. Valley Road. A realignment of the present sharp jog in this route, which is in the County section of the road, is needed to improve traffic flow capacity. The City should continue to press for this improvement.

Freeway
State Highway
Arterial
Major
Collector
Frontage
Full Interchange

THE CITY OF
ARROYO GRANDE
SAN LUIS OBISPO COUNTY, CA

GENERAL PLAN
CIRCULATION ELEMENT

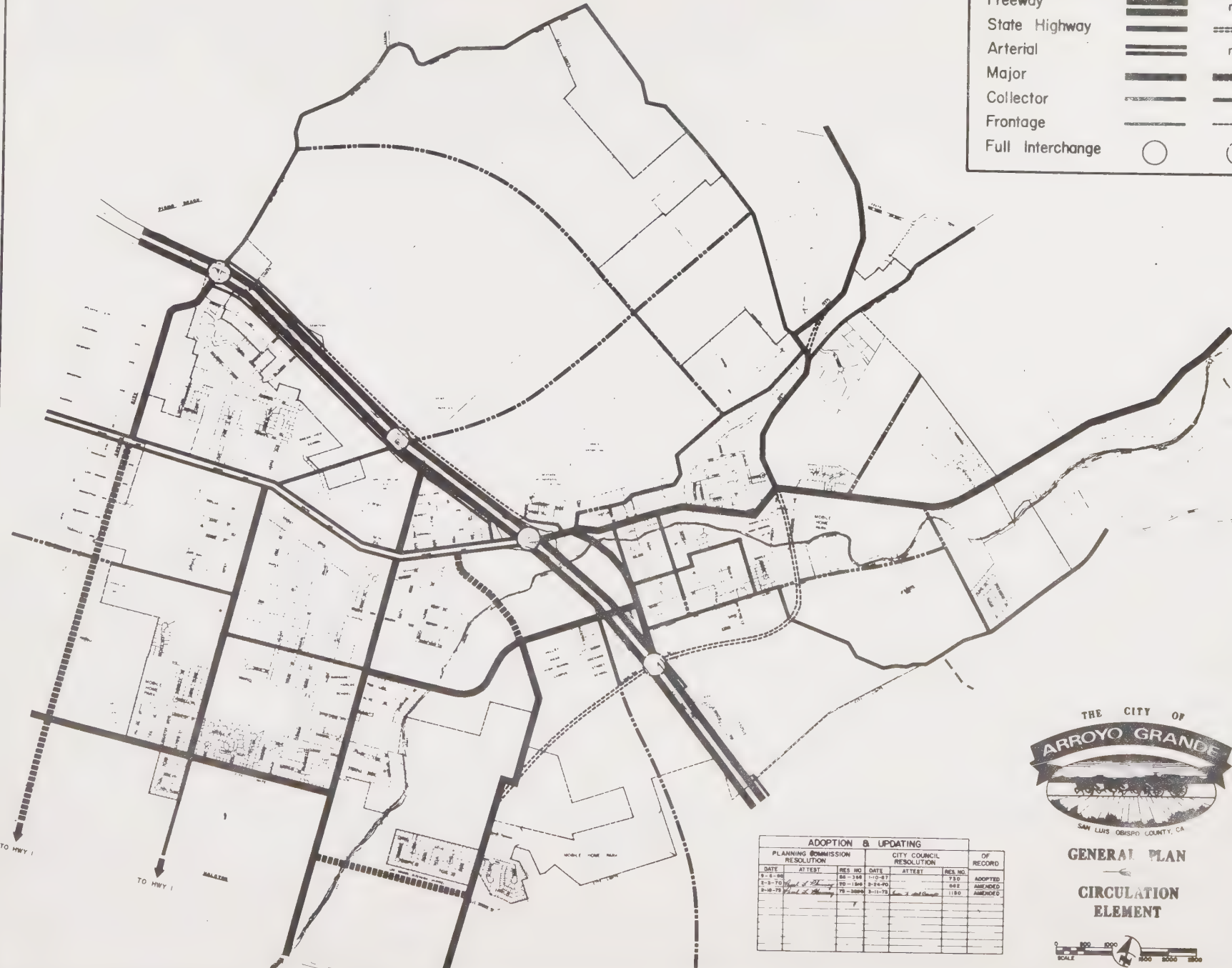
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PLANNING COMMISSION RESOLUTION				CITY COUNCIL RESOLUTION				
DATE	ATTEST	RES. NO.	DATE	ATTEST	RES. NO.	ADOPTED		
1-1-66		66-146	1-10-67		730			
2-3-70	<i>Attest of City</i>	70-1862	2-24-70		842			
2-18-75	<i>Attest of City</i>	75-3886	3-11-75	<i>Attest of City</i>	1180			

0 200 400 600 800 1000
SCALE

- Freeway
- State Highway
- Arterial
- Major
- Collector
- Frontage
- Full Interchange

GENERAL PLAN
CIRCULATION
ELEMENT

ADOPTION & UPDATING				CITY COUNCIL RESOLUTION				OF RECORD
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THE CITY OF
ARROYO GRANDE
SAN LUIS OBISPO COUNTY, CA

GENERAL PLAN
CIRCULATION ELEMENT

ADOPTION & UPDATING

PLANNING COMMISSION RESOLUTION				CITY COUNCIL RESOLUTION				OF RECORD
DATE	ATTEST	RES. NO.	DATE	ATTEST	RES. NO.	ADOPTED	AMENDED	
1-1-66		66-148	1-10-67		730			
2-3-70	<i>Paul H. Blum</i>	70-1842	2-24-70		842			
2-18-75	<i>Paul H. Blum</i>	75-3886	3-11-75	<i>John A. and Sonnet</i>	1180			

SCALE 0 200 400 600 800 1000

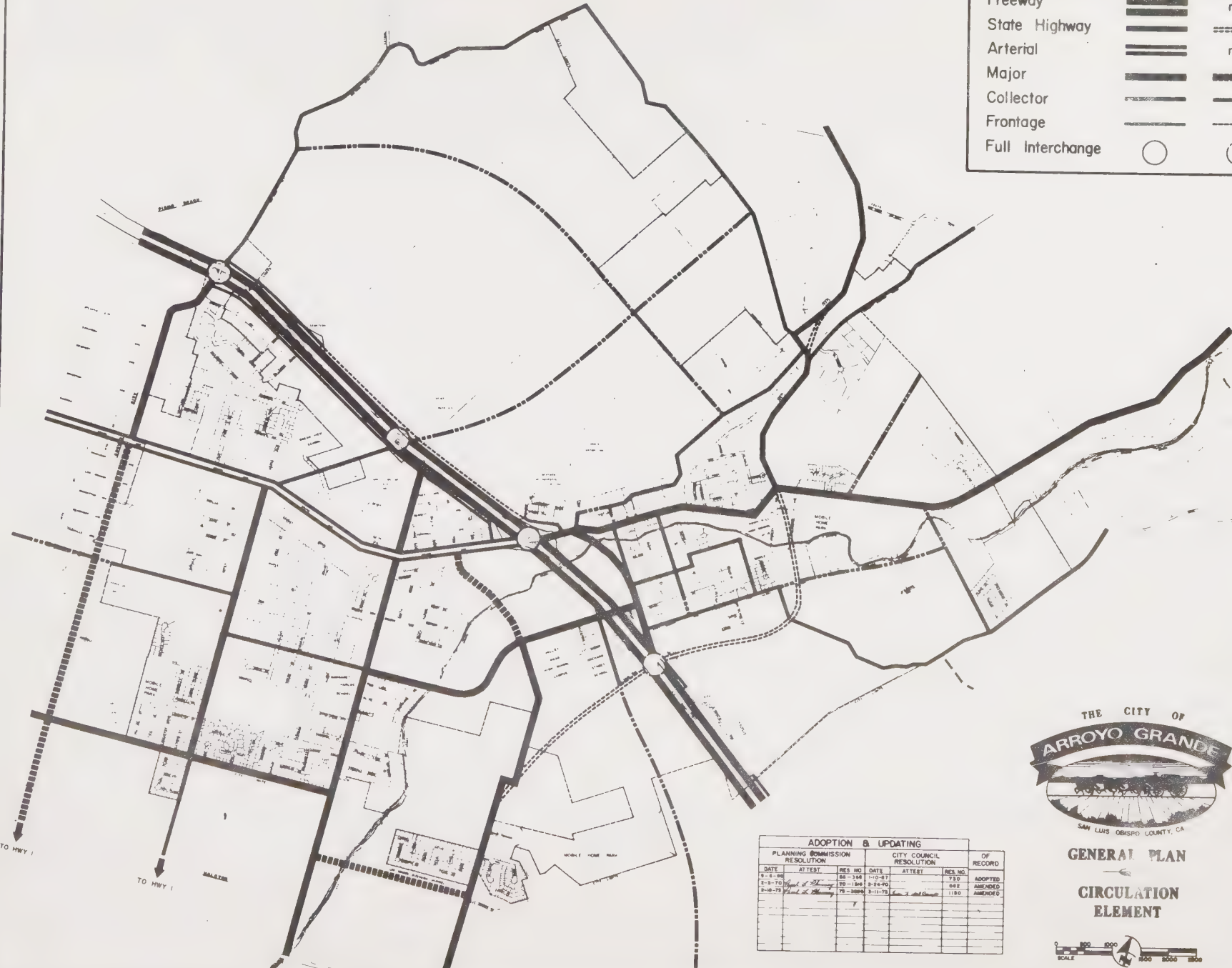
THE CITY OF
ARROYO GRANDE
SAN LUIS OBISPO COUNTY, CA

GENERAL PLAN
CIRCULATION ELEMENT

ADOPTION & UPDATING

PLANNING COMMISSION RESOLUTION				CITY COUNCIL RESOLUTION				OF RECORD
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2-18-75	<i>Paul H. Blum</i>	75-3886	3-11-75	<i>John A. and Sonnet</i>	1180			

SCALE 0 200 400 600 800 1000



2. Halcyon Road, carrying traffic to the hospital and residential areas, and connecting Highway 101 southerly to Highway 1.
3. Traffic Way, connecting the freeway with the central business district, and abutting potentially high-value Highway Commercial zone uses.
4. Elm Street, from Grand Avenue southerly to The Pike has been partially upgraded in connection with the development of drainage facilities. Completion of this portion of Elm Street is needed in the near future, and continuation of Highway 1 should be encouraged.
5. Fair Oaks Avenue (Traffic Way to Halcyon Road). A vital section of this route was completed in 1970, connecting Halcyon Road and Valley Road, and continued upgrading to completion is needed.
6. The Pike. Portions of the right-of-way are in the County and are badly in need of upgrading, and off-site improvements need completion on the portion west of Elm Street.
7. Branch Street from Highway 101 to the intersection with Crown Hill has recently been completely rebuilt, and marginal improvements made from Crown Hill to Huasna Road at the same time, and additional work is needed on this section.
8. Huasna Road has been partially completed within the adopted plan line extending from the intersection of Branch Street easterly to the city limits.
9. Los Berros Road (proposed extension) would extend easterly from Valley Road paralleling Los Berros drainage facility to Halcyon Road.

10. Oak Park Boulevard (formerly 18th Street) from Grand Avenue to Highway 101 needs joint development between Arroyo Grande and Grover City to achieve maximum capacity. Oak Park Boulevard southerly to Highway 1 should be pursued at the earliest possible time as a joint venture between Arroyo Grande, Grover City and the County.

● COLLECTORS. A collector system will be required in each new residential neighborhood to drain traffic from local streets and to provide easy access to commercial centers, schools, and other high traffic generators. To deter major through traffic movement, a curved or broken alignment is used. The following streets are designated as collectors:

- Oak Park Road - Noyes Road (north of freeway).
- Brisco Road (between freeway and Grand Avenue).
- Brisco Road Extension, north of freeway to Printz Road (proposed).
- James Way Extension, northwesterly from Tally Ho Road to Oak Park Road (proposed).
- Printz Road.
- Tally Ho Road.
- Le Point Street from Tally Ho Road to Wesley (existing and proposed).
- Wesley Street, from Le Point extension to Branch.
- Mason Street from Branch Street to Cherry Avenue (existing and proposed).
- Cherry Avenue from Traffic Way to Coach Road (existing and proposed).
- Newsom Springs Road.

- Coach Road.
- Fair Oaks Avenue from Halcyon Road to Elm Street.
- Ash Street from Elm Street to west city limits and to Mentone Street in Grover City.
- Orchard Avenue and extension southerly to Los Berros Road (existing and proposed).
- Stagecoach Road.
- Elm Street from "The Pike" to Highway 1.
- Corbett Canyon Road.
- Valley Road extension from Fair Oaks Avenue to Grand Avenue.
- Bridge Street.
- Corbett Canyon Road north and easterly from Branch Street-Huasna Road Plan Line.
- Poole-Whiteley-Ide-Garden to Cherry Avenue.

Highway 227

A proposed alternate route for State Highway 227 is shown on the plan map. Several reconnaissance studies have been made by the State investigating possible locations for Route 227, but no specific route location has been adopted. With present financing restrictions, no reconstruction of this route has been scheduled within the next twenty years. A statewide transportation plan is now being prepared, and this plan will be a major factor in establishing the ultimate location for Highway 227. The route designation on the circulation plan should thus be considered only as a schematic location, and not an adopted route.

FRONTAGE ROADS. On the Circulation Plan, a frontage road is indicated on each side of Highway 101 from Oak Park Road to Grand Avenue and Branch Street. That portion of the frontage road on the southwesterly side is existing in its entire length, however, improvement to the widths will be required. On the northeasterly side of Highway 101, only a small portion of the proposed road exists as a public right-of-way. Most of this road will be acquired and improved in connection with development of the abutting properties.

LOCAL AND RURAL STREETS. The Plan Map does not indicate proposed local and rural streets, since precise locations are established in the subdivision review process. However, these streets are an important element in community design. No local or rural street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation. As indicated on the local street section, certain streets may have reduced right-of-way requirements if only small volumes of traffic are served, as in the case of a short cul-de-sac, and short local streets which do not serve through traffic.

In the hilly rolling areas, a reduced street section should be considered consisting of two 12-foot improved traffic lanes and minimal shoulder improvements as necessary to provide safe circulation within the area. The primary function of a "rural" section would be to minimize the "cut" and "fill" or general scarring which occurs when streets are placed on sloping and hill areas. The right-of-way width would be adequate to provide for eventual full street sections, if necessary, and in the meantime, the additional right-of-way area would serve for easement

slopes, drainage facilities, etc. In order to make this "rural" road section work, it will be necessary to require a minimum lot frontage of 90 feet, and at least a 30 foot front yard setback so that each individual parcel of property will develop and maintain off-street parking, which cannot be provided within the "rural" street section.

To provide variety in the City's appearance, medians may also be considered for local streets as well as collectors. While medians can present a problem in terms of maintenance, this requirement could be minimized by using drought-tolerant native plantings with little need for care.

Following is a list of the changes made in the adoption of the revised and amended Circulation Map for 1975.

- A major change in the plan resulted from a preliminary but unadopted location of the re-routing of Highway 227 to the east and south of the City. The 1970 map indicated several alternatives. These have now been eliminated from the map and the unofficially adopted route has been indicated.
- The status of Oak Park Boulevard from Grand Avenue northerly to its intersection with Highway 101 had originally been planned as a divided parkway, but development of this street over the past several years by the City of Grover City and Arroyo Grande indicates that the category should be changed to a major street classification. The carrying capacity of the new classification would be equal to the original, but without aesthetic considerations.
- Normally, local streets are not indicated on a Circulation Plan. However, in 1970 Woodland Drive was indicated on the map. In the interim, this street extension and termination has been accepted and approved by development of a subdivision, and because the plan has been implemented, is being removed from the map.
- The easterly extension of Cherry Avenue beyond Branch Mill Road shows a general realignment to an intersection with Coach Road, primarily because of the relocation of proposed Highway 227, and because of the need for the extension of Coach Road to Huasna Road. The relocation of Cherry Avenue will not require a second bridge at the local level.

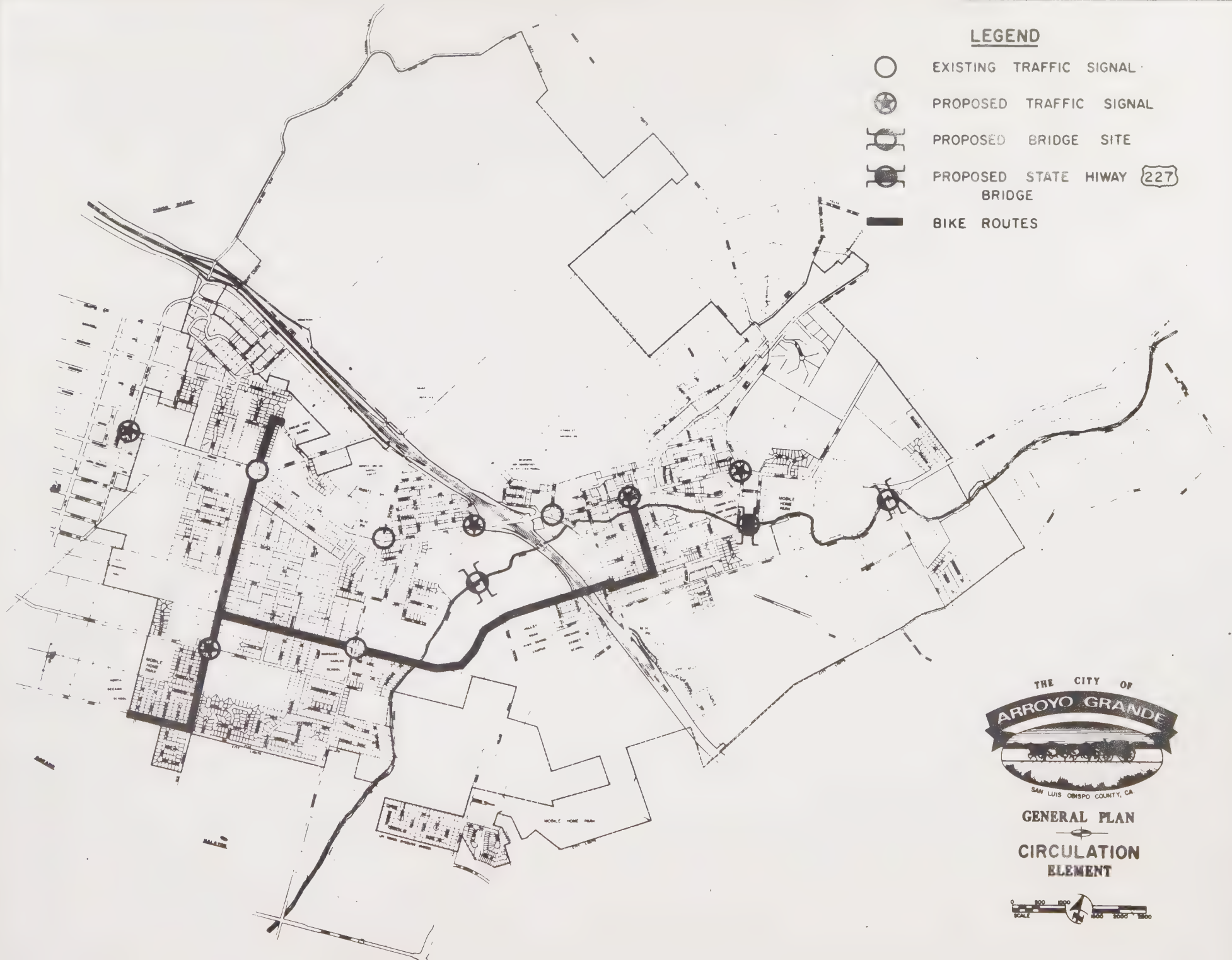
Traffic Controls

The plan for traffic controls is shown on the following map. New traffic signals are proposed for the following locations as traffic warrants the expenditures, and as soon as such expenditures can be budgeted.

1. Branch Street at Mason. Currently a congested central business district intersection which, at times due to Lopez traffic, is almost impossible to cross or enter from Mason on to Branch.
2. Grand Avenue at Barnett Street. A "T" intersection just west of the freeway, which provides intersection of the frontage road to the main arterial, Grand Avenue. Traffic control at this intersection, if not necessary immediately, will become so in connection with the redevelopment of one or both of the corners on the north side of Grand Avenue.
3. Grand Avenue at Oak Park Boulevard. Three-fourths of this intersection is within the boundaries of Grover City. The northeasterly corner is within Arroyo Grande. Currently, Oak Park Boulevard does not extend south of Grand Avenue, however, it is projected southerly by both Grover City and Arroyo Grande Circulation Elements. There is currently a traffic problem at this intersection and should be signalized at the earliest possible time.
4. Elm Street at Farroll Avenue. This intersection is in the center of the potentially highest density in the City of Arroyo Grande. Elm Street is a major north-south street, which will eventually connect to Highway 1 on the south, and as time passes and development progresses, Elm Street will

LEGEND

- EXISTING TRAFFIC SIGNAL
- ⊙ PROPOSED TRAFFIC SIGNAL
- ⊕ PROPOSED BRIDGE SITE
- ⊕ PROPOSED STATE HIWAY 227 BRIDGE
- BIKE ROUTES



GENERAL PLAN CIRCULATION ELEMENT



carry a continuing heavier burden. Farroll, even though a local street, will need signalization to facilitate east and west movement across Elm Street.

5. The multiple intersection of Branch-Crown-Stanley-Huasna and Corbett Canyon Road presents a serious traffic control problem, particularly during times of school bus movements or high Lopez Lake traffic. The pressure on this intersection must be resolved relatively soon. Several studies are currently underway which may resolve the problem.
6. Some method of traffic controls are now needed, and the need will be magnified with traffic generation at the intersection of Branch, Nevada and Bridge Streets. It would appear that signalization may not be the answer, and that perhaps one way traffic on Bridge and Nevada would be a better way to resolve the problem. Additional studies will be required before recommendations can be made to resolve this problem.

Bridges

There are two new bridges which have been or are proposed in the Circulation Plan. Originally a bridge east of the City across Arroyo Grande Creek had been proposed as a part of the relocation of Highway 227. Since this highway development appears very remote, it is now recommended that a new bridge be constructed crossing the creek as an extension of Coach Road. If Highway 227 should be reconstructed prior to the City's ability to build the Coach Road bridge, then it could be eliminated from the Plan, and Cherry Street extension relocated with its intersection with Coach Road.

A second bridge is proposed as a portion of the northerly extension of Valley

Road to Grand Avenue. Although this bridge and route extension would be desirable now, it is not anticipated that the road and bridge will come into being until the pressures from land use of the abutting property make it necessary to construct this facility.

Scenic Highways

The Huasna Road-Lopez Drive route, extending from Highway 101 to Lopez Lake, has been proposed for designation as a scenic highway. Grand Avenue from the freeway to the ocean, originally proposed as part of this scenic route, was dropped from the proposed route after review at the State level. A scenic highway report has been prepared by the State Division of Highways. This report has been accepted by Arroyo Grande, and is now under consideration by San Luis Obispo County. This potential scenic route designation, and additional considerations including possible scenic highway status for Highway 101, will be discussed further in the Scenic Highway Element of the General Plan.

Other Transportation Facilities

In addition to automobile traffic, other modes of transportation need to be considered and provided for, including but not necessarily limited to, buses, both public and school, bicycle routes, pedestrian path patterns and, last but not least, heavy truck traffic patterns. As noted elsewhere in this report, bicycle routes are being considered and when approved, will be added to this plan by amendment. This same situation would also include proposed pedestrian path patterns which is currently being studied by the Parking and Traffic Commission.

Bus routes in the City currently are limited to those necessary for transportation

of school students, and one commercial route; that of the Greyhound Bus Company, which uses a portion of Branch Street and all of Traffic Way.

A truck route plan for the City has been discussed at great length, and a plan recommended by the Parking and Traffic Commission to the City Council was adopted by the Council. This route is noted on the map on the following page.

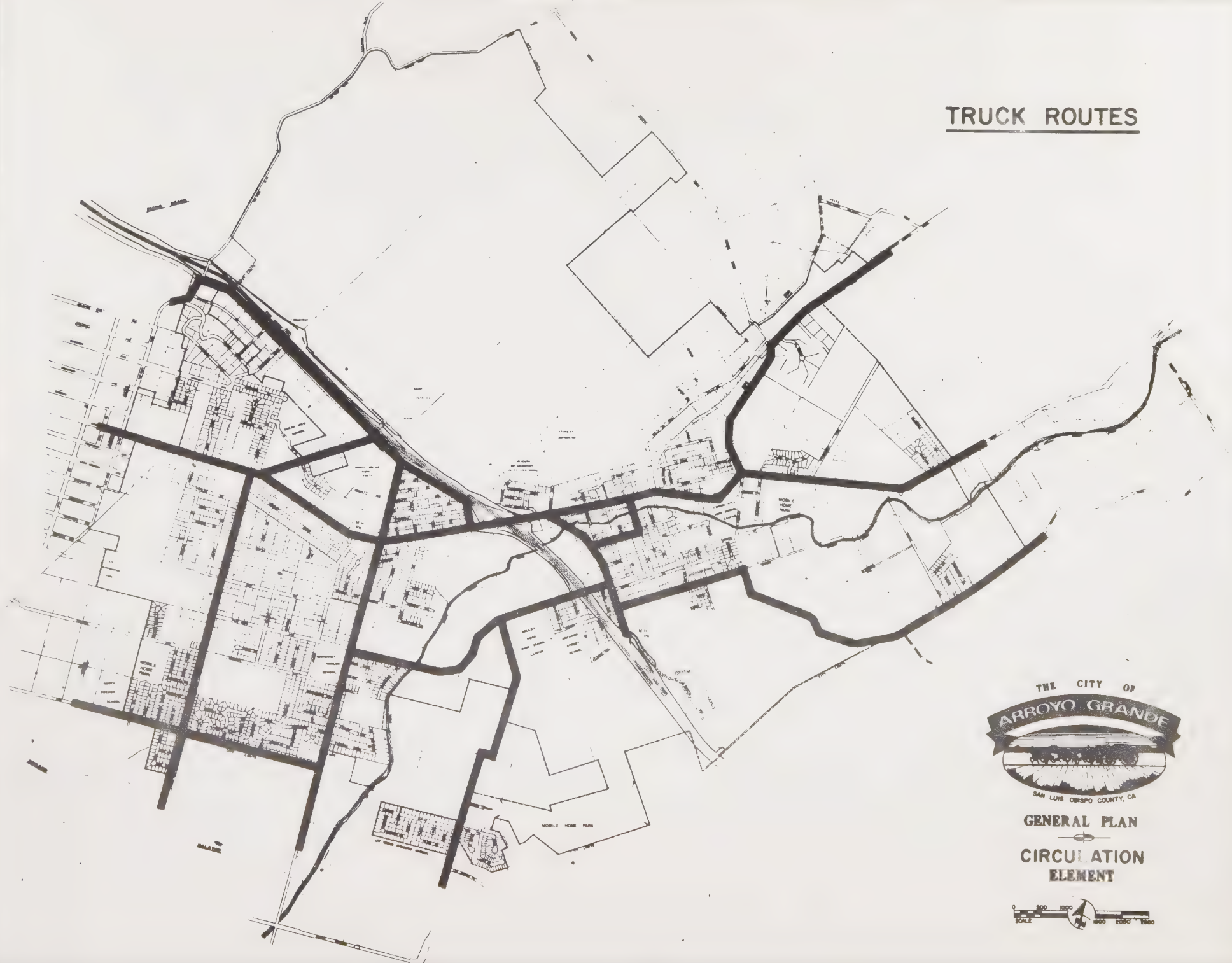
Pedestrian Circulation

Many of Arroyo Grande's older streets do not have sidewalks, creating a problem for pedestrians. In recent years, however, sidewalks have been required in connection with new subdivisions, use permits, and other regulated development in built-up areas. A special district has been formed along part of Grand Avenue to provide sidewalks, and pedestrian circulation has also been improved in the Central Business District.

In recognition of the public necessity for pedestrian safety, sidewalks should be provided in all areas where pedestrian movement is significant. There is a particular need for adequate sidewalks on streets leading to schools, in retail shopping areas, and along all collectors and major streets in the City. Sidewalk widths should be based on street classification, and on the volume of pedestrian traffic to be served. The street sections in the appendix of this report show sidewalk requirements for various street classifications.

In fringe areas, where lot sizes have a 90' frontage or larger, sidewalks will generally not be required. Consideration should be given to bridle trails and bike paths in these areas, either as a separate surface within street rights-of-way or possibly located in easements along rear lot lines.

TRUCK ROUTES



GENERAL PLAN
CIRCULATION
ELEMENT



Sidewalks should be designed to encourage pedestrian traffic. Varying textures and patterns of materials could be used, and landscape design elements scaled to the pedestrian should be provided. In areas of considerable pedestrian movement, crosswalks should preferably be a different color and texture from the surface of the roadway, to make them more recognizable by both pedestrians and motorists.

Public Transportation Plan

The countywide transportation plan, now under consideration, includes a proposal for the instigation of a Dial-A-Ride service in the Five Cities area. Also, augmented intercity bus transportation to San Luis Obispo and Santa Maria has been proposed by the consultant. When the County Transportation Plan has been adopted, the City of Arroyo Grande should consider the plan, and if found to be beneficial, should be adopted by amendment to this Circulation Element of the General Plan.

Bicycle Routes

In recognition of the growing interest in bicycling, the Arroyo Grande City Council recently requested that the Parks and Recreation Commission study and review the need for bikeways in Arroyo Grande. A bikeways committee was formed, composed of local residents and City officials. This committee has made available its findings to the Parks and Recreation Commission, although no official action has been taken. These findings include basic goals, data on bicycle usage in the City, bikeway classifications, route selection criteria, priorities for implementation, design criteria, bike safety needs, route demarcation methods and sources of funding.

Two of the routes of the unadopted preliminary Bicycle Plan have been approved by

the City Council, with a recommendation of funding for signing to be included in the 1975-76 budget. These two routes are noted on the map found on Page 20A.

Problems and Conflicts. A number of problems are inevitable in planning a bike-way system. These include the following:

- A false sense of security can be created by demarcation of bike lanes and sign placement along existing streets. Since a completely separated bike path is an impossibility in most existing rights-of-way, it may be preferable to concentrate funds on educational programs for bike safety rather than for designation of separate routes.
- One of the best locations for bikeways can be in new subdivisions, where separate bicycle circulation routes can be established. However, the transition areas from existing to new development then become a problem, as bicycle traffic in the new areas cannot be easily linked with destinations in existing parts of the City.

As these problems are resolved by more detailed study, a Bicycle Plan should be incorporated into the City's Circulation Element. With additional park acquisitions, the potential for new bikeways could become a reality, particularly along Arroyo Grande Creek. The committee's preliminary report on a bikeway system can serve as an important input to this Bicycle Plan. To meet the needs of existing bicycle traffic, and to plan for future needs, the City should take action on a bicycle plan as soon as possible.

Equestrian Paths

Because Arroyo Grande is a rural community and there is a tremendous interest in horses within the City and the peripheral areas, particularly as far as individual ownership, and also in the commercial aspects, equestrian paths should be considered, particularly in new large lot subdivisions. When subdivisions provide lots of adequate size to accompany horses (one acre or more), or subdivisions which provide for equestrian facilities in a common area, equestrian paths should be considered as a part of the total development.

In new subdivisions which will be using the "rural" road section, there is adequate space within the right-of-way paralleling the improved travel way to provide for equestrian paths, and if this is a desirable adjunct to the subdivision and City, the developer should be required, or at least encouraged, to provide this type of facility.

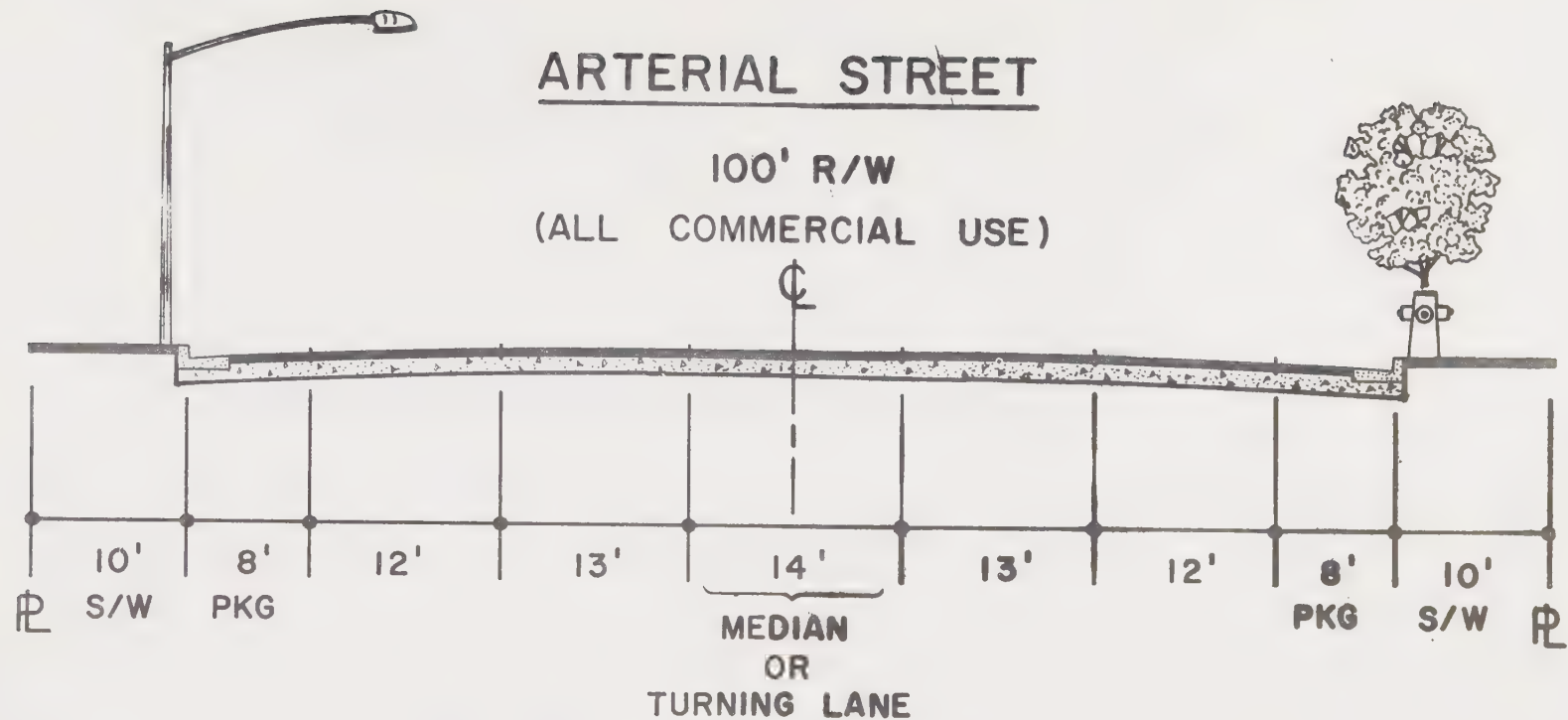
IMPLEMENTATION

Since the adoption of the original Circulation Element, major progress has been made in improving circulation in the City. Plan lines have been adopted for a number of streets, and several construction projects have been undertaken. To continue the improvements in the City's circulation, several steps can be taken:

- Additional plan lines should be adopted for existing or projected streets as a method of protecting future street widening or new alignments from encroachment by new construction. Plan lines for the following streets should be adopted at the earliest possible time to protect existing right-of-way and abutting property owners:
 - Tally Ho Road.
 - Le Point - Mason Street to Wesley.
 - Valley Road south of Fair Oaks Avenue (City and County).
 - The Pike west of Halcyon Road (City and County).
- A policy should be adopted by the City Council requiring curb, gutter, and sidewalk to be installed in areas where conditions, determined by the Director of Public Works and Police Department, and approved by the Parking and Traffic Commission, establish the need for these improvements.
- A bikeways plan should be prepared and adopted by the City as an amendment to the Circulation Element. The plan should draw on the report prepared by the bikeways committee, with an emphasis placed on resolving the conflicts with vehicular traffic.

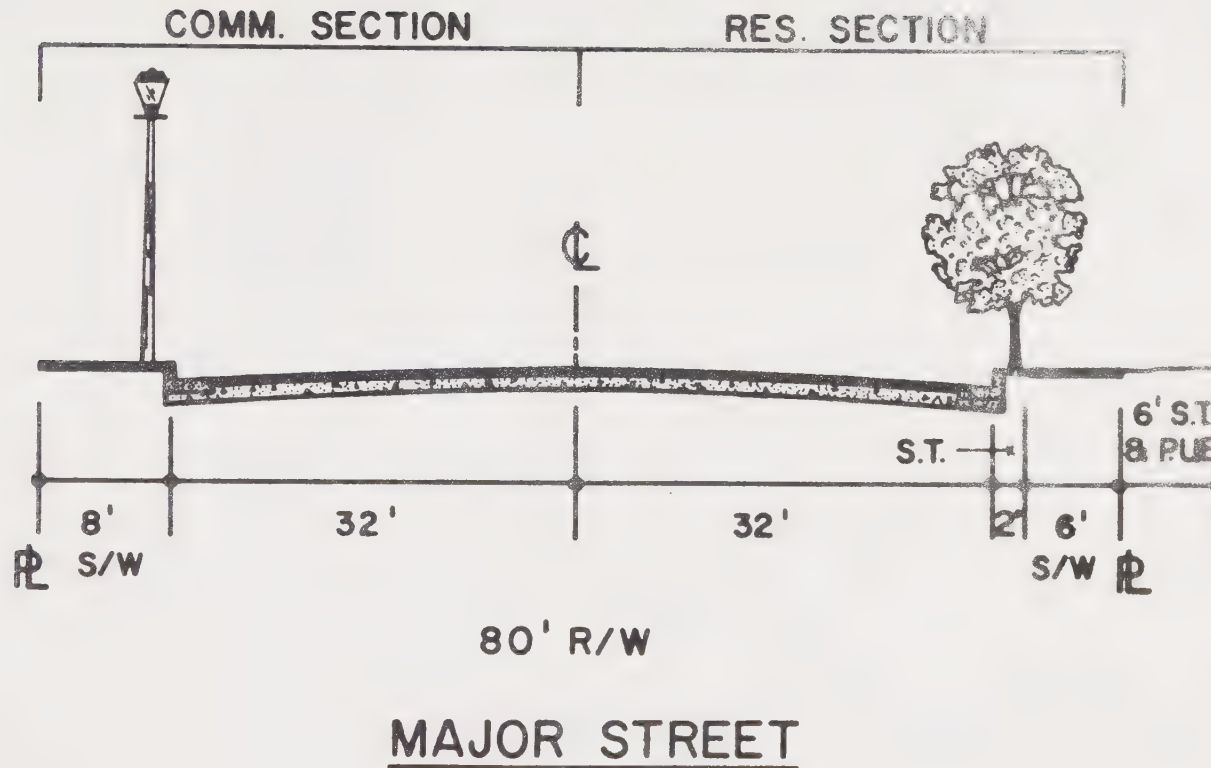
- The City should continue its program of upgrading the street system. The following chart indicates priorities for street improvements. The Circulation Element should be reviewed periodically, with a major review and updating of the priority list in five years.

APPENDIX A
STREET SECTIONS



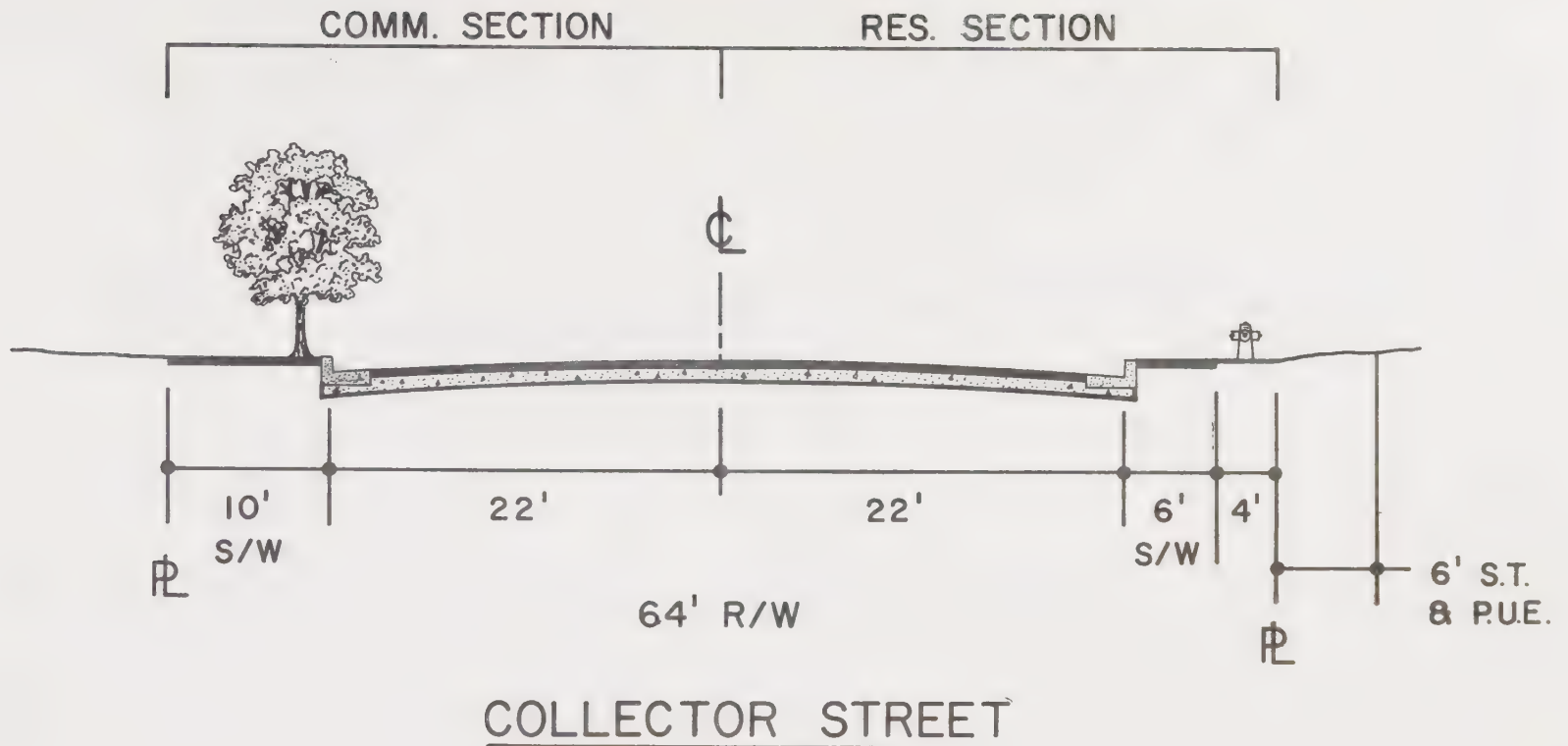
Commercial street section will provide four moving lanes of traffic and a center area for either a median or two-way turning lane. All street furniture to be adjacent to curb, including street trees.

R/W - Right-of-way, S/W - Sidewalk, P/L - Property line, Pkg. - Parking



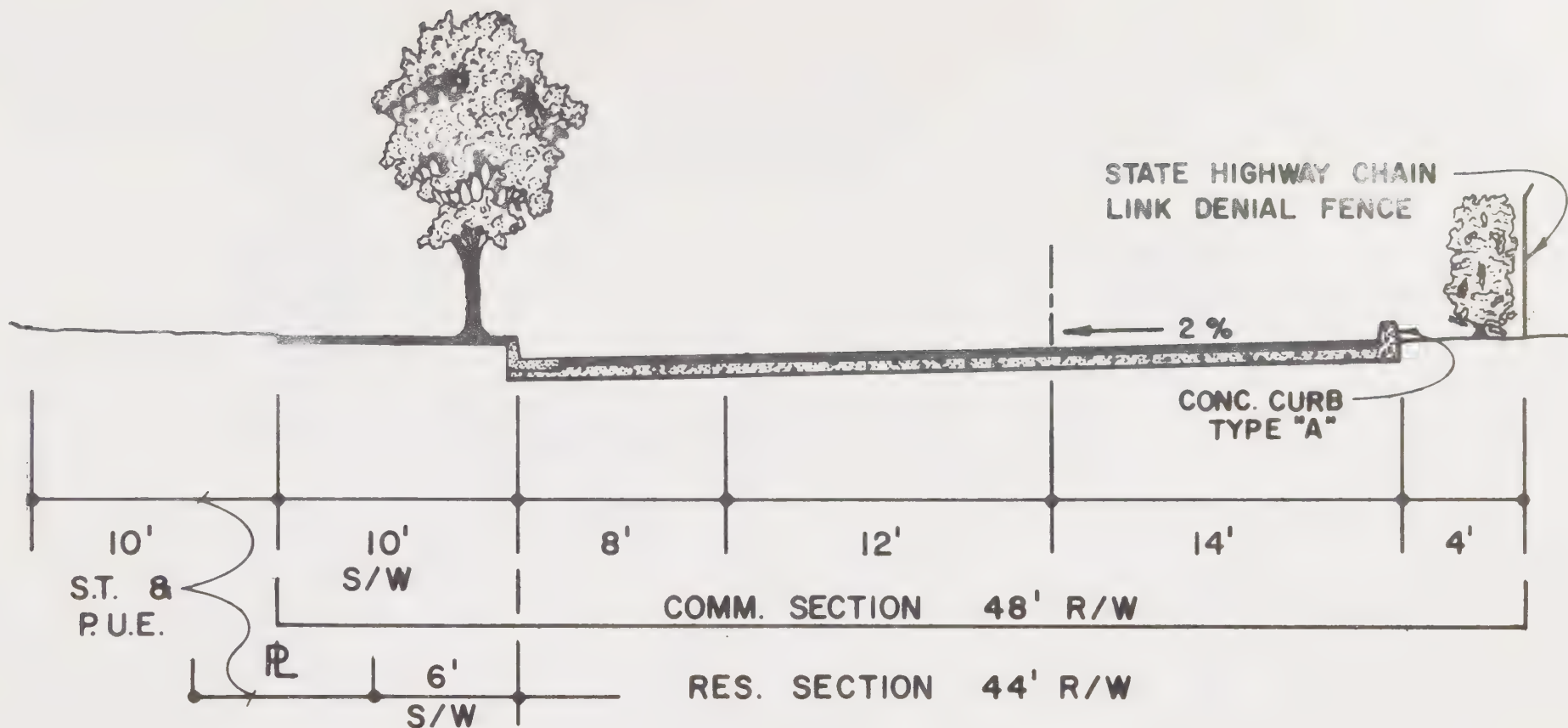
Major streets will require a minimum right-of-way 80 feet in width. A traveled way of four 12-foot lanes and two 8-foot parking lanes should be provided. All street furniture to be located adjacent to curb in both residential and commercial districts.

S/W - Sidewalk, R/W - Right-of-way, P/L - Property line, S.T. - Street tree, P.U.E.-Public Utility Easement



Collector streets are heavily traveled, two lane streets. The minimum 64-foot right-of-way should encompass two 14-foot through lanes, two 8-foot parking lanes, sidewalks and planting areas. The parking lanes could be easily converted to through lanes if traffic warrants. Street lights and hydrants to be located on 3' x 4' concrete pad in back of sidewalk in residential areas, and adjacent to the curb in commercial areas.

R/W - Right-of-way, S/W - Sidewalk, P/L - Property line, S.T. - Street tree, P.U.E. - Public Utility Easement

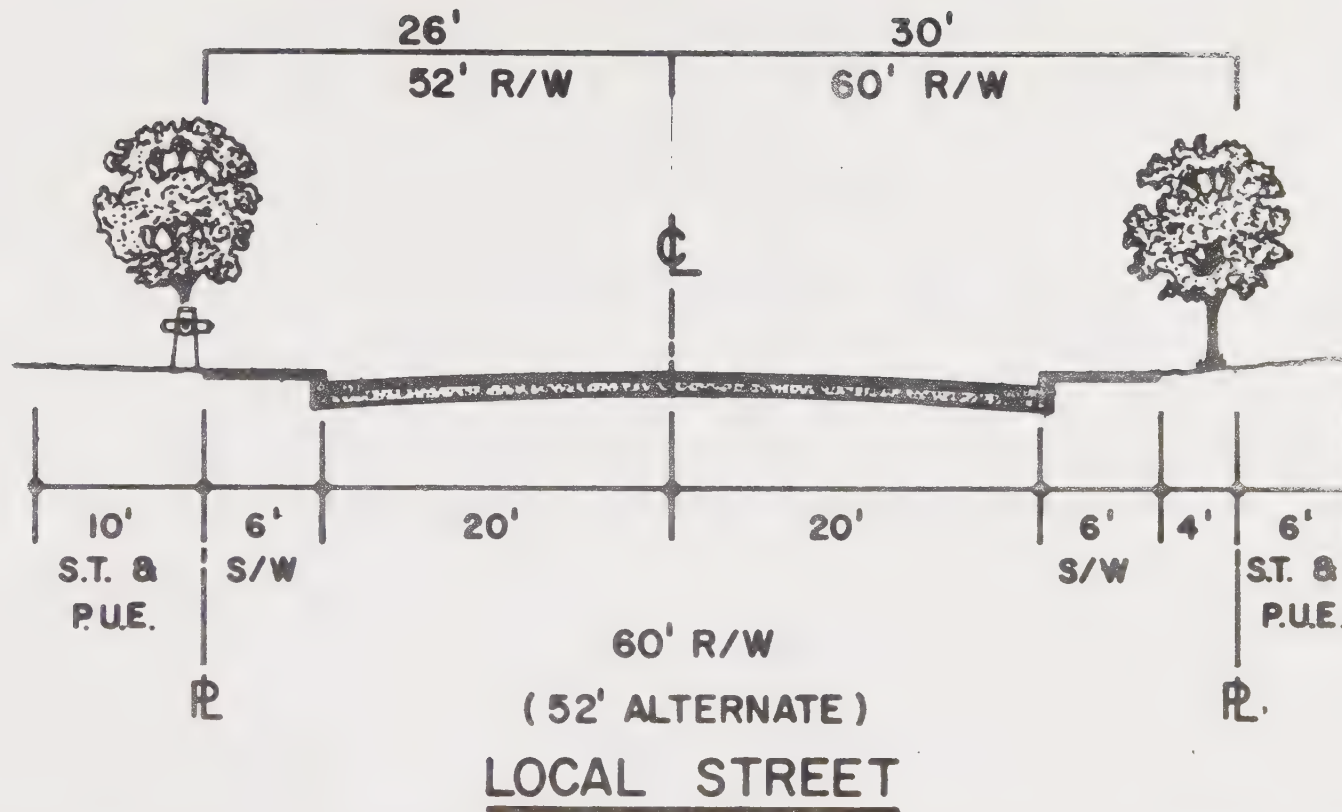


FRONTAGE ROAD

Frontage Road standards would require a minimum 44 foot or 48 foot right-of-way providing two travel lanes and one parking lane adjacent to the private property. A four foot planter area next to the Highway right-of-way and a sidewalk area adjacent to the private property is provided for. All street furniture, such as trees, lights and fire hydrants, will be located on the sidewalk side of the development.

This section would be used only on streets paralleling highway frontage .

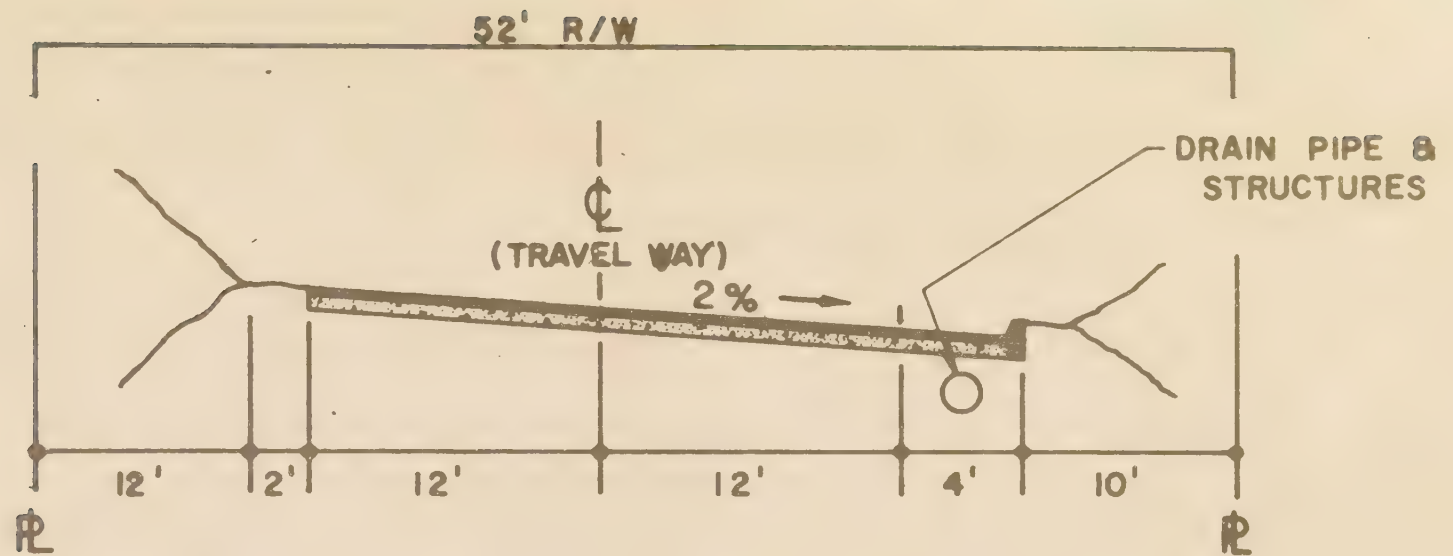
R/W - Right-of-way, S/W - Sidewalk, P/L - Property Line, S.T. - Street Tree, P.U.E. - Public Utility Easement



Local streets should be provided with at least a 60-foot right-of-way. Two traveled lanes 12-feet wide, and two parking lanes 8-feet wide make up the paved section of these streets. Sidewalks to be integral to the curb under all conditions, and street trees to be located back of the sidewalk, as well as the fire hydrants and street lights, which would be placed on a 3' x 4' concrete pad behind the sidewalk in the easement area.

The reduced right-of-way width may be permitted by the Public Works Department on cul-de-sacs, short streets and other streets not subject to thru traffic, or where property dimensions would dictate.

R/W - Right-of-way, S/W - Sidewalk, P/L - Property line, S.T. - Street tree, P.U.E.-Public Utility Easement



(MIN. IMPROVEMENTS)

RURAL SECTION

A two lane street section to be used in rural areas to minimize "cut and fill" and scoring of hillsides. Approval of use of the rural section will require a minimum of 90 foot lot frontage, and a 30 foot front yard setback to provide for adequate off-street parking.

R/W - Right-of-way, P/L - Property line

STANDARD SPECIFICATIONS FOR HIGHWAYS
 1980 EDITION
 SECTION 100 - GENERAL NOTES
 100-1.1 - RURAL SECTION

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